# Economic and Demographic Projections for Alaska and Greater Anchorage 2010-2035

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# I. INTRODUCTION

This report describes three economic, demographic, and fiscal projections for the state of Alaska and the Greater Anchorage region consisting of the Municipality of Anchorage and the Matanuska-Susitna Borough. These projections have been prepared by the Institute for Social and Economic Research (ISER) of the University of Alaska Anchorage as part of the development of the Seward Highway to Glenn Highway Connection (H2H) Environmental Impact Statement (EIS) for the Department of Transportation and Facilities. These projections will be used to estimate future travel demand within the study area.

The assumptions driving the three projections were developed by ISER in consultation with the study team and planners and economic development staff from Anchorage and Mat-Su. The BASE CASE projection is driven by a set of assumptions that together represent a likely future scenario for employment and population growth. The HIGH and LOW CASES are each driven by a set of assumptions that together represent the range of possible outcomes around the likely BASE CASE. The assumptions are based upon the best information available at the time that they were developed—the fall of 2009.

The economic and demographic projections, contingent upon the assumptions for the different cases, were prepared using the MAP economic and demographic model developed by ISER.

The main body of this report is a description of each of the three projection cases. This is followed by short sections comparing the three projections to one another and to an earlier projection prepared by ISER for KABATA (Knik Arm Bridge and Toll Authority) in 2005. There is also a brief description of the structure of the MAP model. A number of appendices contain detailed tables of model output as well as a detailed description of the assumptions for each of the three cases.

# II. BASE CASE RESULTS

### ECONOMIC DRIVERS

The BASE CASE is characterized by strong oil and gas prices and a positive economic development environment resulting in early construction of a natural gas pipeline to deliver 4.5 billion cubic feet (bcf) per day of North Slope gas to markets in the Midwest, and activity on the Outer Continental Shelf (OCS) resulting in production from the Beaufort and Chukchi Seas beginning in 2021.

The world oil price averages $95 (2009$) over the period 2010-2035, considerably above the historical price. The Henry Hub price for natural gas averages $6.30 per million British thermal units (mmbtu).

Figure II.1

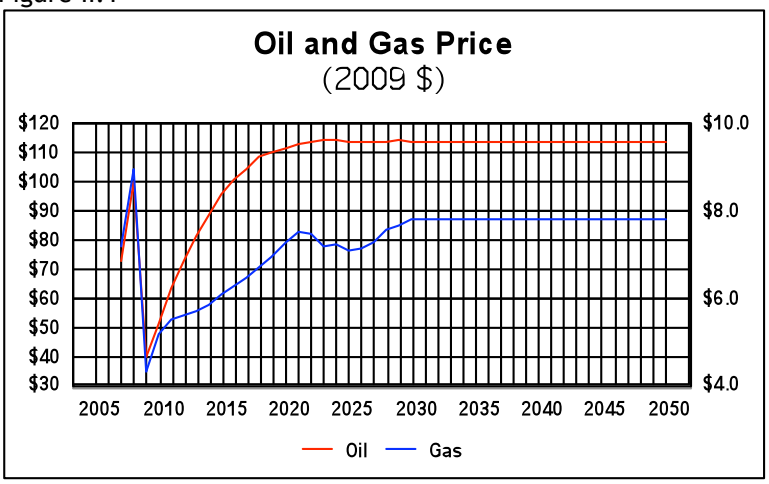
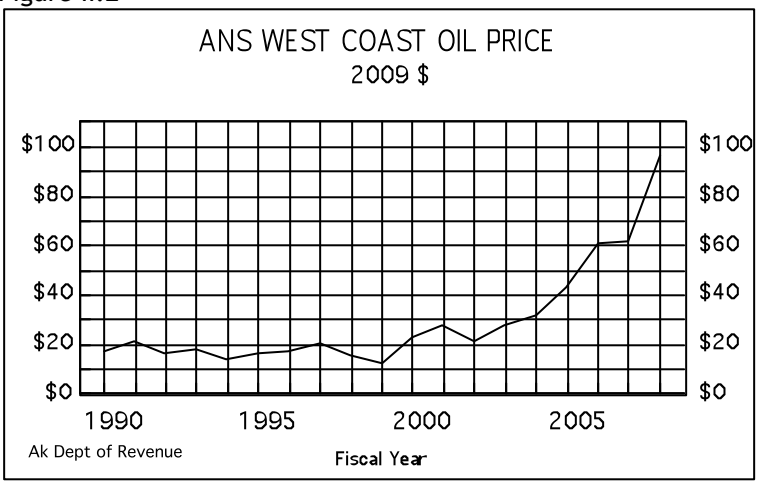



Figure II.2



Oil production from onshore state lands between the Colville and Canning Rivers (CtC) continues the downward trend that began in 1990, but OCS production brings production back above 1 million barrels per day and keeps the oil pipeline in operation through the projection period and beyond.

Figure II.3

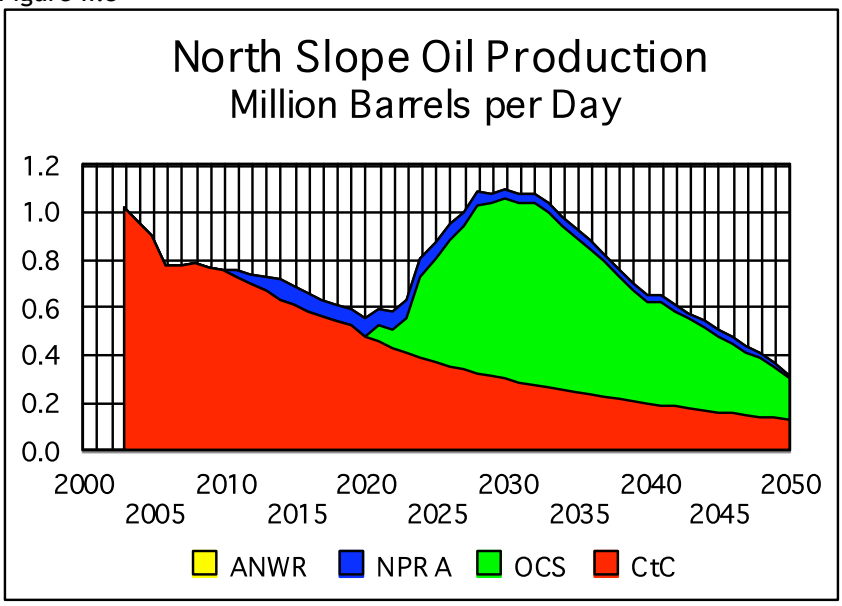
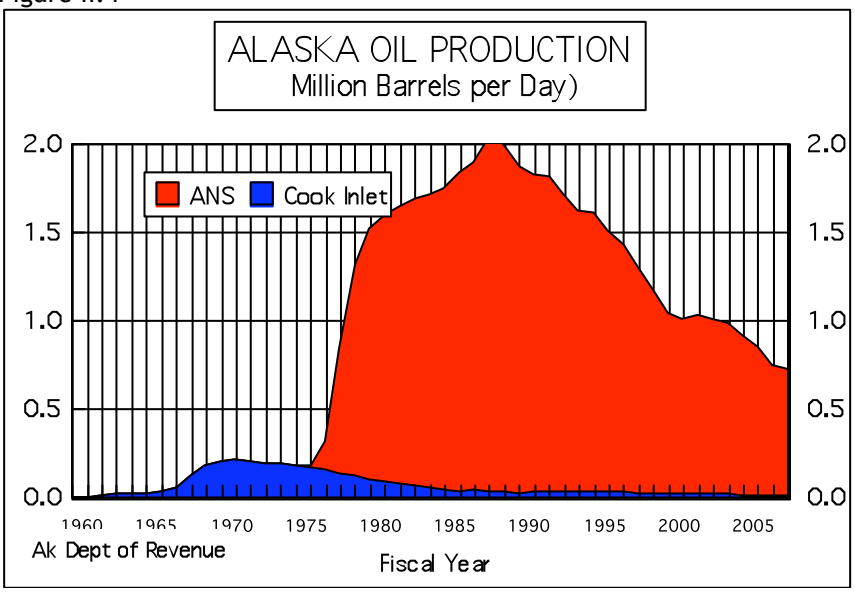



Figure II.4




Other major development projects include three large mines—Livengood and Donlin Creek in the near term, and Pebble after 2020. Activity in the seafood and timber industries is constant.

Among the other economic drivers, tourism and air cargo activity continue to grow. The military continues to expand until 2014 and thereafter is constant. Federal agency employment continues to grow at its historical slow rate.

Total employment of the economic driver industries (petroleum, seafood, mining, tourism, air cargo, forestry, military, and federal civilian agencies) continues to trend upward consistent with the historical trend.

Figure II.5

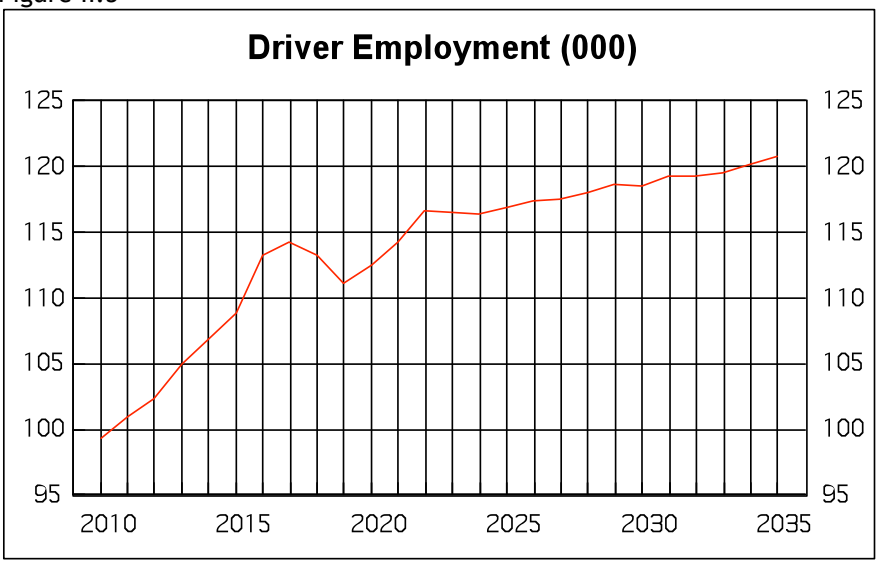
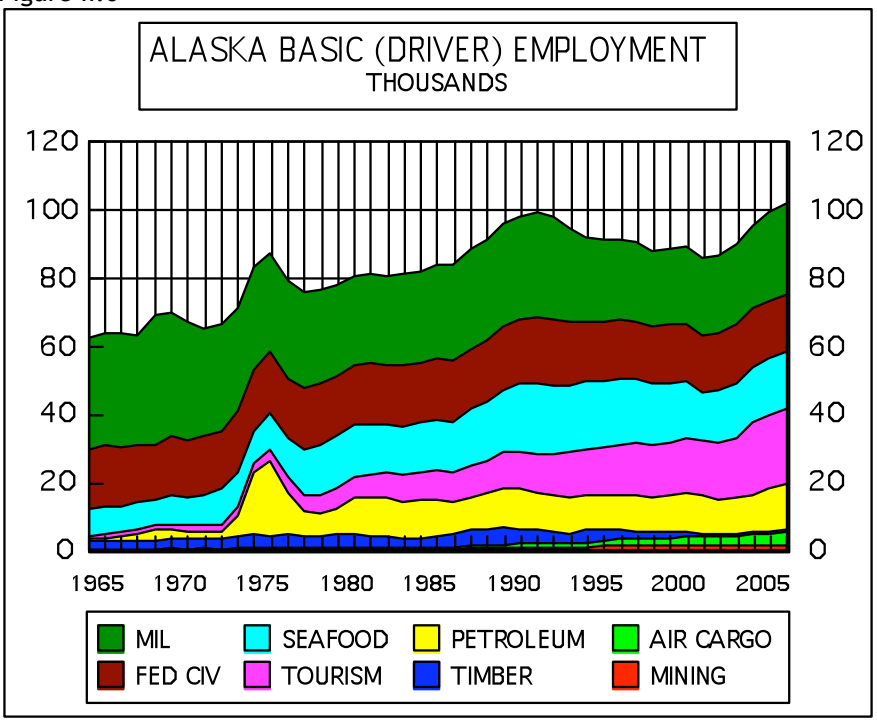



Figure II.6



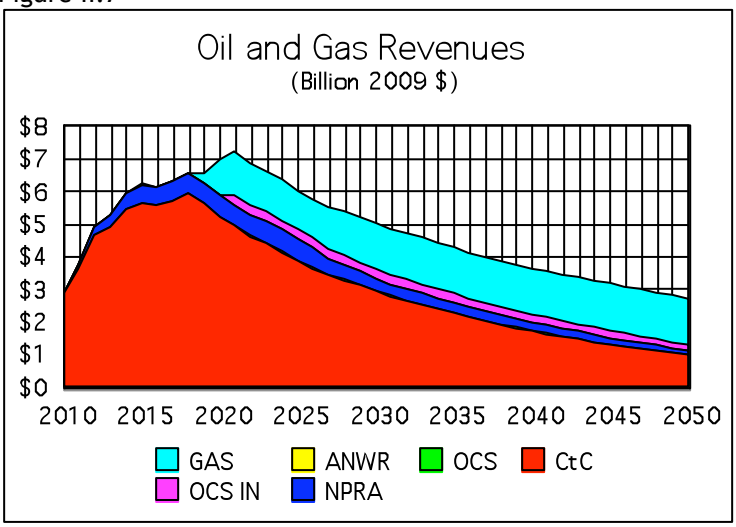

The Knik Arm Crossing bridge is constructed and becomes operational in 2015.

On the other hand, federal grants-in-aid will retreat from their recent high level and gradually return to their historical level in relation to the rest of the nation. The national recession will negatively impact the economy through 2010. Subsequently, growth will return slowly to the national economy as reflected in slow wage and income growth, low inflation, and high unemployment for several years.

Growth in state general fund per capita appropriations will stop after 2015 and thereafter remain constant. In the final years of the projection, a state income tax is phased in and the share of the Permanent Fund earnings allocated to the dividend declines modestly. These measures are necessitated by a declining trend in petroleum revenues after 2020 that is projected to continue at

least through 2050. OCS development produces small direct state revenues, but leads to more production from state lands that generates revenues for the state (OCS IN).

Figure II.7




The main elements of the BASE CASE development scenario can be summarized as follows:

- Oil
  - Average annual world oil price: $95 per barrel (2009$)
  - Cumulative North Slope oil production through 2026 on state lands: 3.6 billion barrels
  - Modest oil production from NPRA
  - No oil production from ANWR
  - OCS oil production beginning in 2021 from Beaufort Sea

- Gas
  - Average annual Henry Hub natural gas price: $6.30 per mmbtu (2009$)
  - North Slope gas pipeline operational in 2019 at 4.5 bcf/day

- Other Natural Resources
  - Livengood, Donlin Creek, and Pebble Mines developed
  - Continued production at existing mines
  - Seafood industry activity constant
  - Forest products activity constant

- Other Economic Drivers
  - Tourism growth declines over time from 3% to 1.5% annually
  - Air cargo growth at 2% annually
  - Retiree growth consistent with historical trends
  - Military growth 1% annually through 2014, then constant
  - Federal civilian growth at .25% annually
  - Other federal spending gradually returns to long run trends

- State Fiscal
  - Per capita real state general fund spending grows until 2015, then constant
  - State income tax phased in after 2025
  - Permanent Fund dividend gradually reduced after 2030

- National Economy
  - U.S. recession slows Alaska economy in 2009 and 2010
  - U.S. inflation rate 2.5%
  - U.S. unemployment rate 6%
  - U.S. weekly earnings growth rate .1%
  - U.S. real disposable personal income per capita growth rate .8%

- Regional
  - Knik Arm bridge opens in 2015
  - Moderate employment shift from Anchorage to Matanuska-Susitna borough
  - Moderate growth in commuters from Matanuska-Susitna Borough working in Anchorage

**NATIONAL ECONOMIC CONDITIONS**

Trends in the national economy have an important influence on the growth of the Alaska economy. First, a large portion of the exports of the state are sold in the lower 48, so the strength of Alaska export industries, particularly tourism, depends upon the general health of the US economy. Second, the growth in real wage rates at the national level, which is driven by productivity increases, directly influences growth in real wages in Alaska. If real wages grow nationally, Alaska real wages will also grow to maintain parity. Higher real wages would in turn contribute to increased purchasing power for Alaskan consumers. Third, unemployment in the rest of the nation influences the size of the labor force in Alaska. Higher national unemployment causes more people to consider Alaska as a place to look for work.

However, in the near term, the national recession is negatively impacting the Alaska economy in a number of ways. Tourism activity, both visitations and expenditures per visitor, has dropped off. International air cargo moving through Ted Stevens Anchorage International Airport has fallen by a considerable percentage. Uncertainty about the economy has caused Alaska households to reduce their expenditures and this has impacted both retail trade and personal services.

The impact of reductions in these sectors has cascaded through the rest of the economy so that growth in employment in 2009 will be negative for the first time in 23 years. Although the decline is expected to be small, about 1 percent, negative growth will continue through 2010 as the national economy struggles to get back on a growth trajectory.

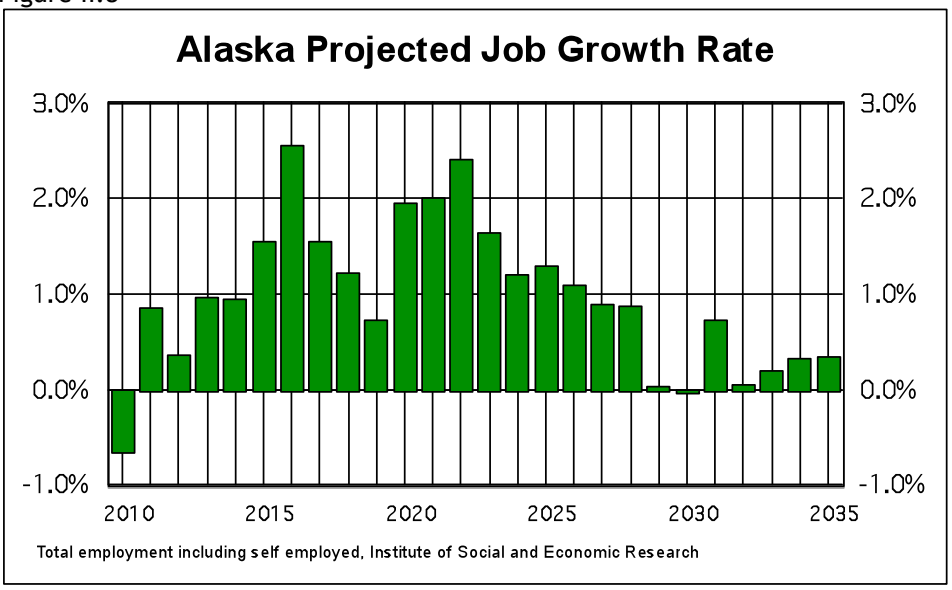
Like the national economy, economic recovery in Alaska will be slow for a number of reasons. Tourist visitations will be slow to return to their former level, federal spending will continue to be tight, and oil and gas capital spending will continue to be less than the recent peak. The result is that employment will not recover to the 2008 peak until 2013. On the other hand, population is expected to keep growing through the recession, both because of natural increase and the relative economic health of Alaska compared with much of the rest of the nation. Those households that would leave the state when employment is dropping are staying because unemployment rates are higher in much of the rest of the nation.

Finally, the size of the federal budget has an important influence on the Alaska economy since Alaska receives more in federal expenditures per capita than any other state. The federal influence is partly due to the large military and federal civilian work forces, the large share of federally owned and managed natural resources, the large Native American population, and the fact that Alaska has only recently become a state. In general, we assume no major departures from current policies in these and other areas, such as the legal structure of the Alaska Native Corporations and the by-pass mail system of the US Post Office, which provides subsidized freight service to rural Alaska. We do assume that the federal cost of living adjustment (COLA), paid to a large share of federal employees in Alaska, gradually declines to 15 percent.

**EMPLOYMENT**

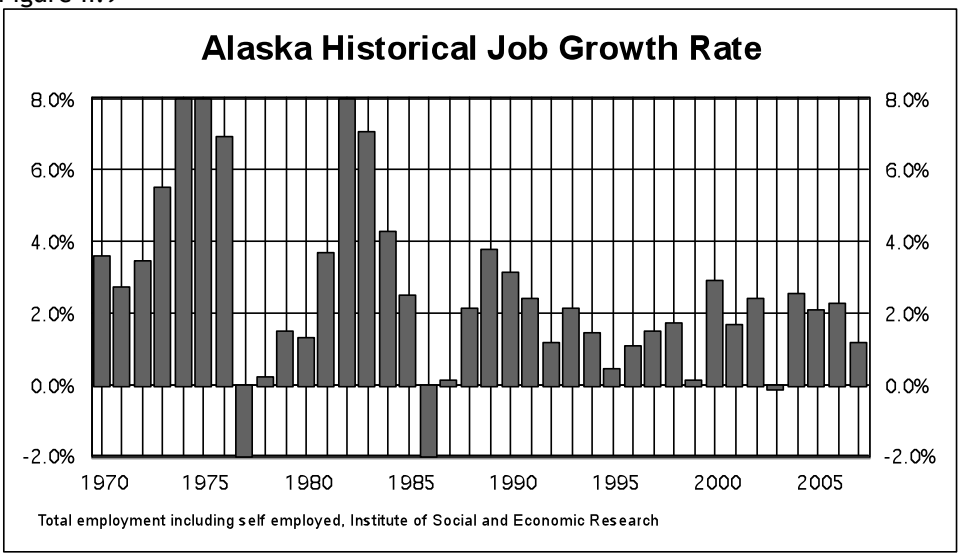
Annual employment growth averages about 1 percent over the entire projection period from 2010 to 2035 with considerable year-to-year variation. This is due not only to the timing of large projects—gasline construction in the next decade followed by OCS exploration and development—but also to the recovery from the current recession and a slowdown in growth coming from the economic drivers after 2030. The general pattern is one of recovery, rapid growth, and subsequent tapering off of the growth rate.

Figure II.8



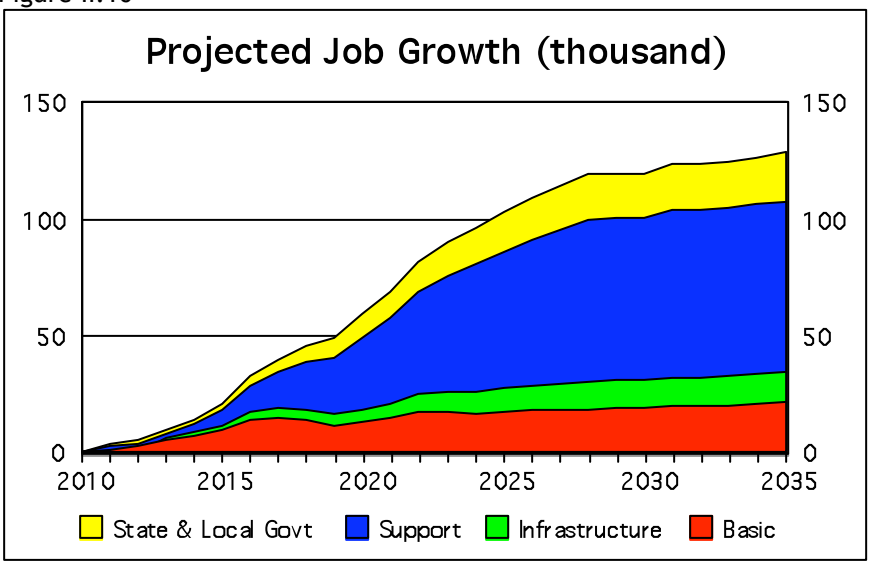

The growth rate in employment and the accelerated growth from large projects are projected to be smaller than the historical pattern. This is because the underlying economy has increased in size over time and is now more able to absorb a large construction project. In addition, a lot of past growth has been due to economic maturation or deepening of the support sector of the economy. Although that process is still continuing, it has slowed considerably.

Figure II.9



Nonetheless, most of the job growth will continue to be in the support sectors of the economy although there will be increases in all categories of jobs.

Figure II.10




Basic employment growth (the economic drivers) will be concentrated in tourism, petroleum, and mining with smaller increases in air cargo and, in the near term, military (active duty).

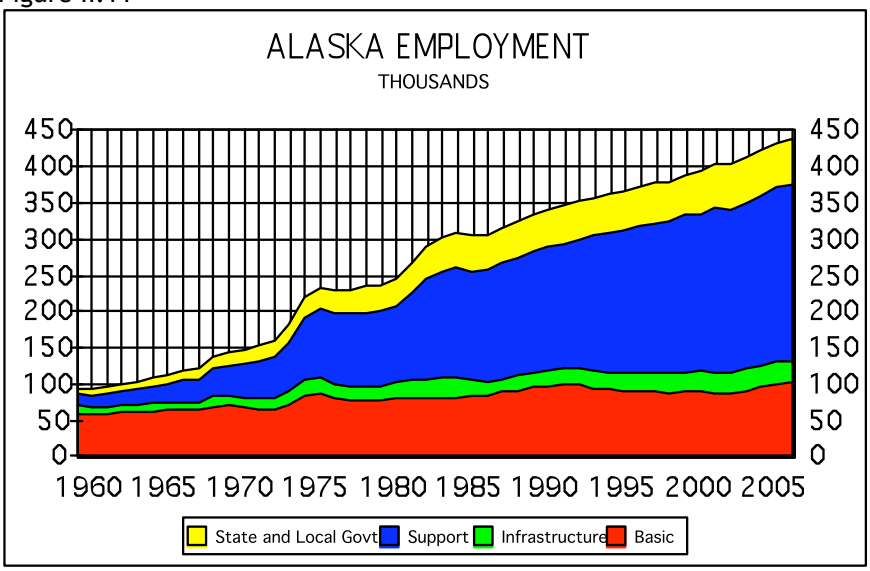
Infrastructure employment (construction, transportation, communications, utilities, and business services) will grow in response to the needs of the economic drivers as well as the overall level of business activity in the state.

Businesses that provide support primarily to households (trade, finance, services, local manufacturing, and self-employed, excluding fish harvesters), will account for the largest share of employment growth for a number of reasons. Aging of the population will continue to increase the rapidly growing demand for health-care services. Growth in the number of retirees is becoming a significant contributor to aggregate consumer demand, and their numbers are projected to grow at 3.3 percent annually (compared to 1.1 percent for the total population). Growth in federal transfer payments, although expected to be slower in the future, will also be a source of increasing consumer demand. Maturation of the economy will also add to income from accumulated assets of households and others.

However, this growth in support activity will be slower than in the past because many markets are now well served (saturated) by local businesses, at least in the larger urban areas, so future growth will only be in response to growth in demand rather than growth to serve the existing market. In addition, national economic growth is expected to be slower than in the past, and this will be reflected in Alaska in slower growth in wage rates.

Growth in manufacturing for local markets will continue to be hampered by high costs and small market size, and new entrants will continue to be those firms that can identify a small niche market.

Figure II.11




**POPULATION AND HOUSEHOLDS**

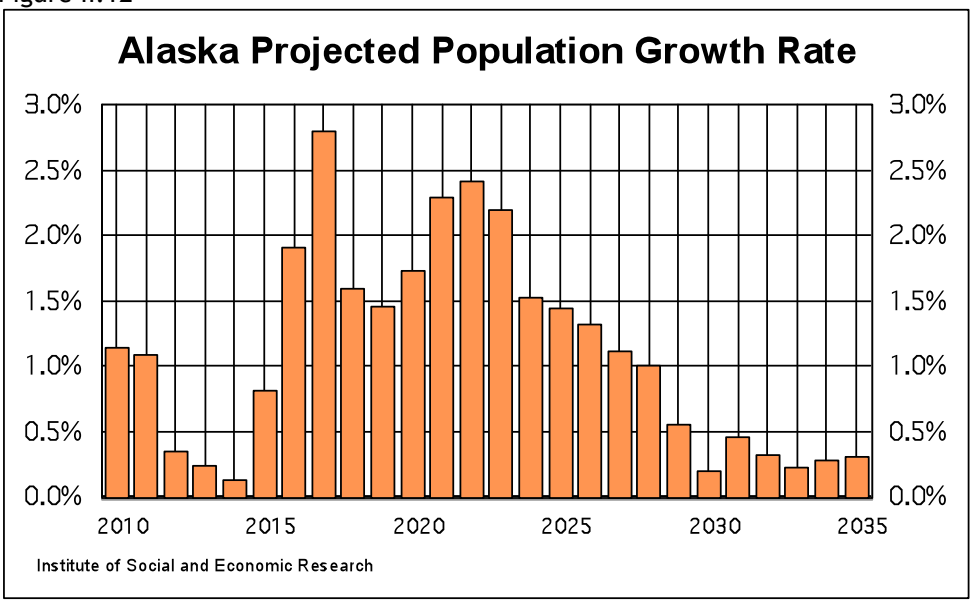
State population growth is a combination of natural increase and net migration. Natural increase (births minus deaths) changes slowly with the characteristics of the population and is expected to be about 7 thousand per year. Net migration (in-migration minus out-migration), however, can change dramatically from year-to-year because it depends mostly on the strength of the Alaska economy in relation to the rest of the nation. When the Alaska economy is adding jobs, more people will come to the state and fewer will leave. The same will be true if the economy in the rest of the nation is unhealthy compared to Alaska.

In recent years, that simple pattern of migration in response to economic opportunity has become more complex due to the growth in the number of seniors and retirees in the population. Their decisions about whether to move out of the state are not based on employment opportunities, but rather on other reasons including the relative attractiveness of public and private amenities in Alaska compared to other places.

However, employment opportunities are still the dominant factor in migration decisions and, as a result, the annual average projected population growth rate for the period 2010 to 2035 of 1.1 percent is close to that of the growth rate in total jobs. The time pattern also generally follows the growth rate of jobs, but as has been the experience in the past, when the growth rate of employment drops off, out-migration lags.

With this pattern of population growth, net migration is positive during most of the projection period except for the last few years, when economic activity slows and modest net out-migration occurs.

Figure II.12

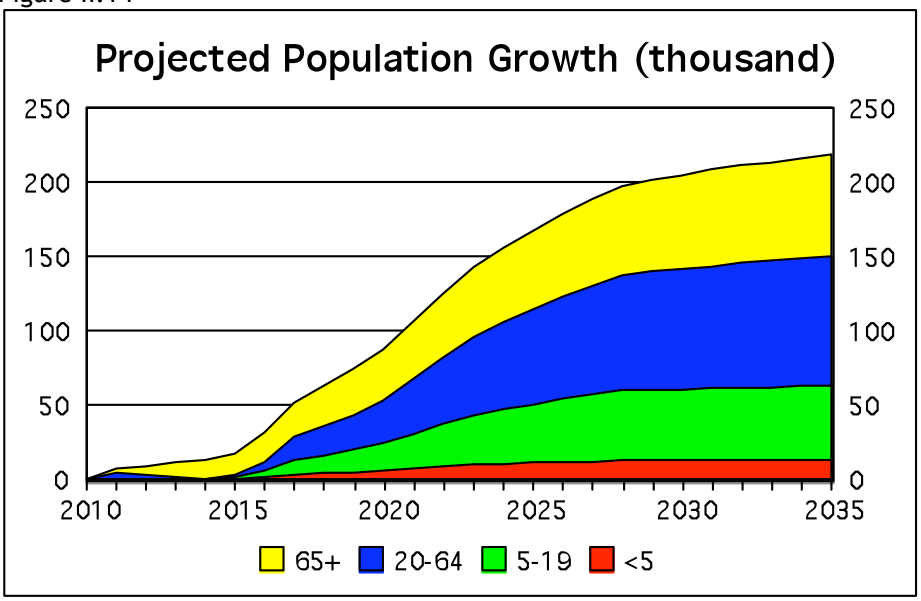



As with jobs, the projected population growth rate is below the historical rate.

Figure II.13


The population 65+ will be the most rapidly growing component of the population—3.3 percent annually, compared to the adult population (20-64) which will grow at .8 percent annually. The younger population will grow slightly more rapidly than adults. As a consequence, by 2035, nearly 14 percent of the population will be 65+ compared to 8 percent in 2010.

Figure II.14




Movement in the Alaska labor force participation rate will be influenced by two opposing factors. First, the increase in the number of seniors will move a larger share of the population into older age cohorts, which have lower labor force participation rates. Second, the age-specific labor force participation rates of females will continue to rise in concert with national rates. We assume the first of these factors will dominate and the labor force participation rate will slowly decline.

The average household size has been declining in Alaska—as it has in the rest of the nation—due to the increase in the proportion of single-parent households, non-related adult households, and elderly households. In addition, Native household size has declined substantially, partly in response to increased availability of housing, higher incomes, and urbanization. This has resulted in more rapid growth in the number of households than population. We assume, consistent with national projections, that average household size will continue to decline, but at a much slower rate than in the past. Consequently, the average annual growth rate in the number of households will be 1.2 percent.

**WAGES**

The real average annual civilian wage (adjusted for inflation) grew rapidly in the 1960s and peaked during the oil pipeline boom. Then it trended downward until 1996 when it started to trend slowly upward again. These movements reflect both the overall trend in wage rates and shifts in the composition of employment across industries with different wage rates.

The real average annual civilian wage is projected to grow slightly due to projects requiring more construction and petroleum workers in the next two decades. However, by the end of the projection, because of the growth of lower-wage jobs in the support sector, the average wage across all industries will be about the same as it is today. (This is the average over all wage and salary employees and does not correspond with any individual or occupation or industrial sector.)

**PERSONAL INCOME**

Historically, most personal income in Alaska has come from earnings—wage and salary payments and proprietor income. This made household purchasing power very sensitive to fluctuations in basic industry activity. More recently, however, non-earned income has increased as a share of the total (transfers as well as dividends, interest, and rent). This reflects both the growth of numerous government income transfers to individuals (like the Permanent Fund dividend) that support household spending and the aging of the population. An older population has more opportunity to acquire assets

that generate income independent of wages and also has income from pensions and other retirement accounts. Furthermore, an older population will draw more heavily on the Medicare and Medicaid programs. The share of non-earned sources in total personal income is now about the same as the U.S. average—33 percent.

Non-earned income is expected to continue to grow, but at a slower pace than historically. Dividend/interest/rent income will increase as the population ages (older people have more of this non-wage income, having accumulated more wealth). There will be less growth in transfers, due to the likely reduction in the Permanent Fund dividend and other state government transfer programs, and the inability of the federal government to finance the continued expansion of entitlements such as Medicaid and Medicare at the same rates as in the past.

Per capita income (adjusted for inflation) has been growing since 1995 and is now about equal to the U.S. average, after adjusting for the higher cost of living in Alaska compared to the rest of the nation. Per capita income will remain relatively constant over the entire projection period. It will be pulled downward by a decline in the labor force participation rate, but growth in non-earned income will eventually offset this decline.

Per capita disposable income will fall slightly with the eventual re-imposition of the personal income tax.

**PRICES**

The price level in Anchorage is about 12 percent above the national average measured by the ISER relative price index. This is down from 46 percent in 1961, 34 percent in 1970, and 29 percent in 1980. The downward trend in the relative cost of living is attributable to an increase in market size in the state that has resulted in economies of scale and increased competition in consumer and labor markets. These trends will continue, but at a slower rate than in the past, so the relative cost of living in Anchorage will continue to move closer to the national average. The downward trend will be moderated, however, when the personal income tax is phased in. Consequently, the differential is projected to still be 11 percent in 2035.

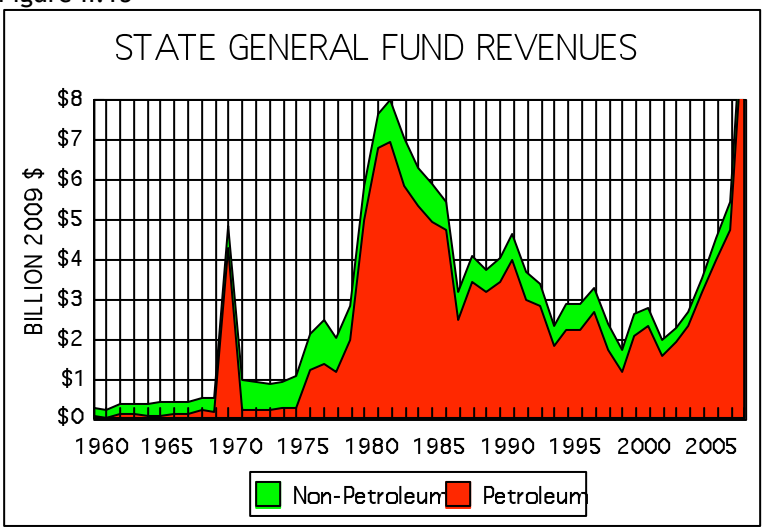
Because the price level is expected to move marginally closer to the national average, inflation will closely track the national average as well.

**STATE FISCAL C0NDITION**

Petroleum revenues have fluctuated dramatically but on average accounted for about 85 percent of the state general fund budget since the late 1970s. Petroleum revenues are based upon production, price, and the tax and ownership regime. Petroleum production from state lands, from which the state is able to collect a royalty as well as production taxes, will continue the decline that began in 1989. Although this decline will be partially offset by production from new areas—NPRA and OCS—this production, because it is largely on federal lands, will produce less revenue for the state.

Completion of a gasline will result in additional revenues from production of natural gas, but eventually, because the prices of oil and gas stop growing, state revenues from petroleum will begin to decline. Furthermore, although state tax and royalty rates have changed numerous times in the past, we assume no changes in the future that would significantly change effective rates.

Figure II.15

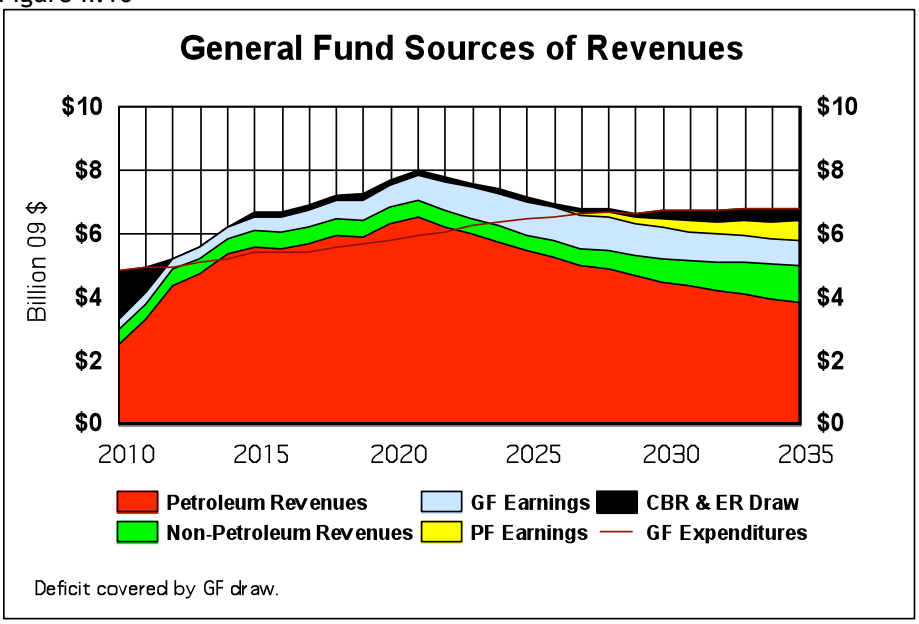



Federal policy also influences state petroleum revenues, most notably the sharing of revenues from OCS production and the potential for the opening of ANWR to exploration. We assume no change from current policies.

In the near term, General Fund revenues will be greater than expenditures, resulting in the accumulation of a surplus that we assume remains in the general fund. When petroleum revenues begin to decline, the state adopts a combination of policies to continue to provide public services through the general fund. These include slowing the rate of increase in state General Fund spending (starting in 2025), use of accumulated balances in the General Fund starting in 2024 (and earnings reserve and constitutional budget reserve), reinstating the personal income tax (2025), and use of Permanent Fund earnings (2031).

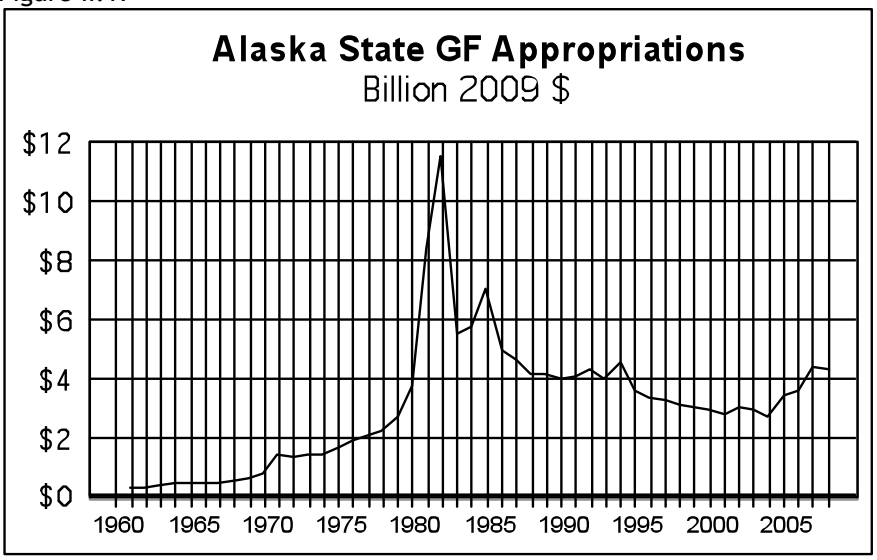
Initially, a portion of the unallocated earnings of the Fund (net of inflation proofing and payment of the dividend) is directed to supplement other general fund revenue sources (2027). Eventually, the share of earnings devoted to pay the Permanent Fund dividend is reduced (2031). The reduction in the size of the dividend increases the size of the unallocated Permanent Fund earnings and, consequently, the amount available for allocation to the General Fund.

Figure II.16




The projected growth in general fund appropriations is consistent with the historical trend in recent years.

Figure II.17

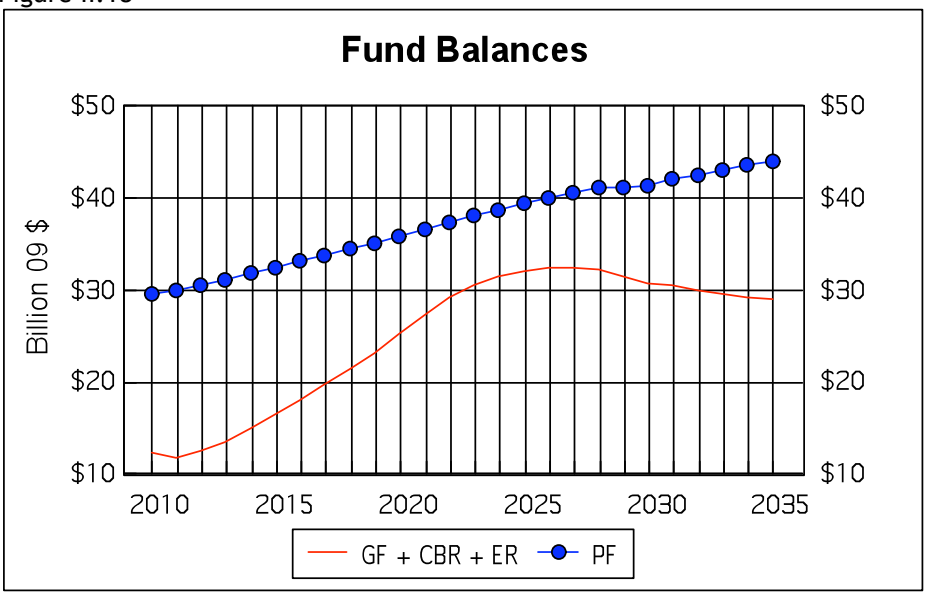



State government General Fund spending continues to grow due to population growth and inflation, but remains constant in real per capita terms after 2015. Additional state government activities are financed from other local revenues that do not flow through the General Fund and from federal grants. Both are assumed to continue to grow in the long term, although federal grants fall for a few years at the start of the projection.

The Permanent Fund continues to grow from new deposits (and appropriations for inflation proofing). Fund earnings not used for inflation proofing or the dividend accumulate in the Earnings Reserve Account. Excess revenues also accrue in the General Fund and the Constitutional Budget Reserve. The combined balance of the Earnings Reserve, Constitutional Budget Reserve, and the General Fund grows until 2025, at which time withdrawals start to exceed deposits. From that time

forward, the combined balance of the funds gradually falls. These funds are used to maintain public expenditures at a constant per capita level.

Figure II.18




At the end of the projection in 2035 there is still $30 billion in reserves excluding the Permanent Fund. If the projection were extended, these reserves would gradually be "cashed out" to cover General Fund expenditures. This is because petroleum revenues continue to decline, and other revenues, from income and other taxes, do not increase fast enough to replace lost revenues.

There is, of course, no guarantee that the state would follow this fiscal strategy, which involves the accumulation of reserves followed by their slow dissipation. This strategy, if not entirely sustainable in the very long run, provides stability over the next several decades. An alternative would be to let General Fund expenditures increase with revenues in the near term. However, with this strategy, the state would be forced to make very severe cuts in the General Fund budget towards the end of the projection period, and these cuts would in turn push the economy into a severe and long term recession, if not depression.

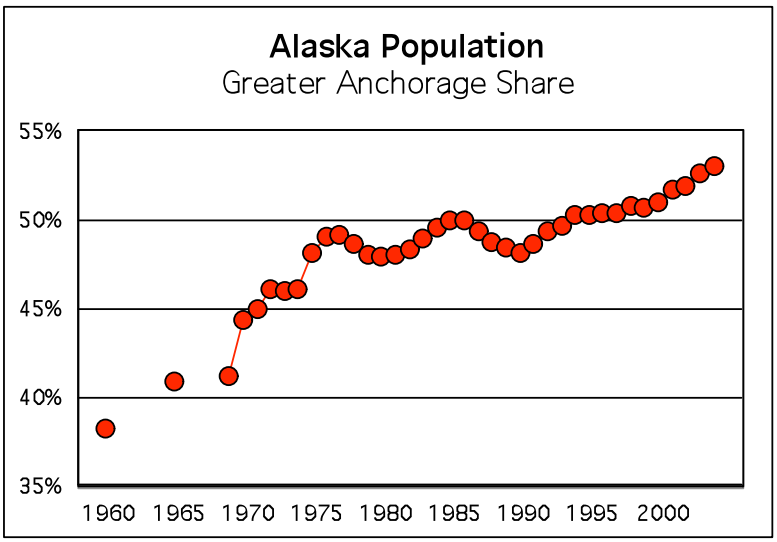
Local government expenditures are highly dependent on state financial assistance from the General Fund. As long as state General Fund expenditures are keeping pace with population, that source of funding for local government will continue, although it will have to compete with other growing needs of government like Medicaid expenditures.

**GREATER ANCHORAGE (Anchorage Municipality and Matanuska Susitna Borough)**

Employment growth will continue to concentrate in the Greater Anchorage region of the state. Support and government jobs in particular will tend to locate in this large urban center. Employment in mining, tourism, infrastructure, and local government will be more widely distributed. Wage and salary employment growth will average 1.2 percent for Greater Anchorage compared to .9 percent for the rest of the state. The Greater Anchorage share of total state wage and salary jobs will increase from 53 percent in 2010 to 54.8 percent by 2035.

Population growth will also concentrate in the Greater Anchorage region, both because of job growth in the region, and because of the urban amenities that will draw residents who work elsewhere in the state or have retired. Population growth will average 1.4 percent for Greater Anchorage compared to .75 percent for the rest of the state. The Greater Anchorage share of total state population will increase from 53.5 percent in 2010 to 57.4 percent by 2035.

Figure II.19




As Greater Anchorage grows, employment and population growth will tend to concentrate in the Matanuska Susitna Borough (Matsu) for a number of reasons:

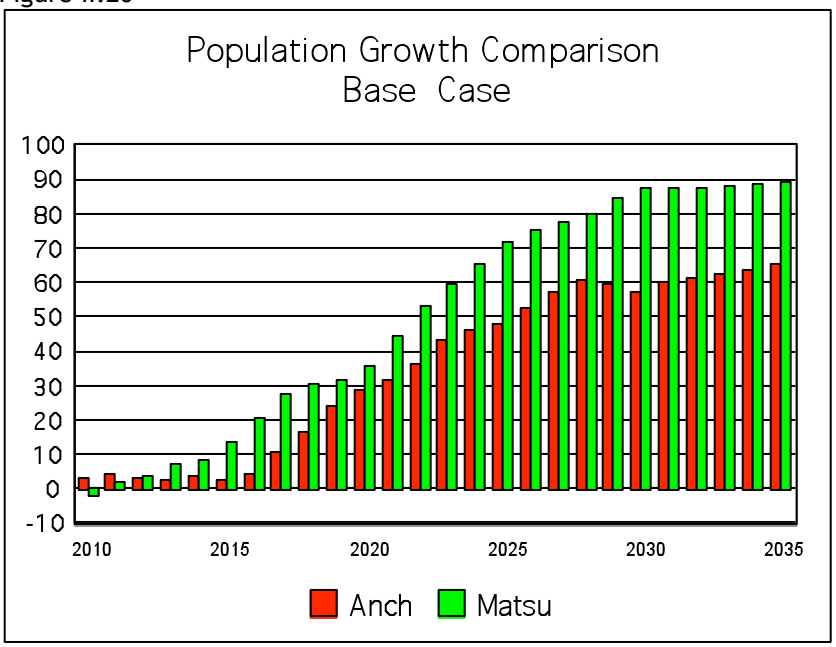
- Lower housing prices in the Matsu entice many people who work in Anchorage to live in Matsu and commute to work in Anchorage
- Basic and public sector jobs migrate from Anchorage to the Matsu because of lower costs and are taken by Matsu residents
- Support businesses move to the Matsu to serve the growing population and business community

The number of commuters continues to grow, averaging 2.6 percent annually, but over time the share of Matsu residents who commute to Anchorage falls slightly from 22.3 percent in 2010 to 21.5 percent by 2035. At the same time, there is a migration to the Matsu of basic and public sector jobs (the new state prison is a good example) that would otherwise likely have been located in Anchorage. Both of these trends are accelerated by the completion of the Knik Arm Bridge in 2015.

The growth in the number of commuters and basic and public sector jobs in the Matsu increases the resident population and the size of the local market. The larger market in turn can support a wider range of local businesses that would otherwise be located in Anchorage (automobile dealerships and big box stores are good examples). The employment associated with these businesses is largely supplied locally, and this leads to further population growth while at the same time reducing the commuting share of the resident work force.

At the same time the Municipality of Anchorage will continue to grow. New job growth will be more rapid than the migration of jobs to the Matsu. New businesses will find Anchorage to be an attractive location because it provides close proximity to other businesses and government offices, it has good transportation links to the rest of the state and nation, and it has the largest consumer market in the state. The number of resident workers attracted to move to the Matsu and commute will be moderated by the costs of commuting and the attractiveness of the urban amenities that Anchorage can offer.

Figure II.20




In 2010, 11.3 percent of Greater Anchorage jobs were in the Mat-Su and 21.7 percent of population. By 2035, 20.7 percent of the jobs and 32.7 percent of the population will be in the Mat-Su.

**Table II.1. BASE CASE Growth Rates**

| | Average Growth Rate 2010-2035 | | |
|---|---|---|---|
| | **Wage and Salary Jobs** | **Population** | **Households** |
| **Total State** | 1.06 % | 1.11 % | 1.24 % |
| **Greater Anchorage** | 1.20 % | 1.39 % | 1.49 |
| **…Anchorage** | .74 % | .78 % | .90 % |
| **…Matsu** | 3.69 % | 3.06 % | 3.19 % |
| **Rest of State** | .89 % | .75 | .91 |

## Table II.2. BASE CASE Regional Shares

| | Share of Wage and Salary Jobs | | Share of Population | |
|---|---|---|---|---|
| | 2010 | 2035 | 2010 | 2035 |
| **Total State** | | | | |
| **Greater Anchorage** | 53 % | 54.8 % | 53.5 % | 57.4 % |
| **…Anchorage** | 88.7 % | 79.3 % | 78.3 % | 67.3 % |
| **…Matsu** | 11.3 % | 20.7 % | 21.7 % | 32.7 % |
| **Rest of State** | 47 % | 45.2 % | 46.5 % | 42.6 % |

# III. HIGH CASE RESULTS

### ECONOMIC DRIVERS

The HIGH CASE is characterized by a very high oil price and strong expansion of all the economic drivers, except for seafood and federal civilian employment, which remain stable over the projection period. The world oil price averages $163 (2009$) over the period 2010-2035. The Henry Hub price for natural gas averages $7 per mmbtu.

Figure III.1

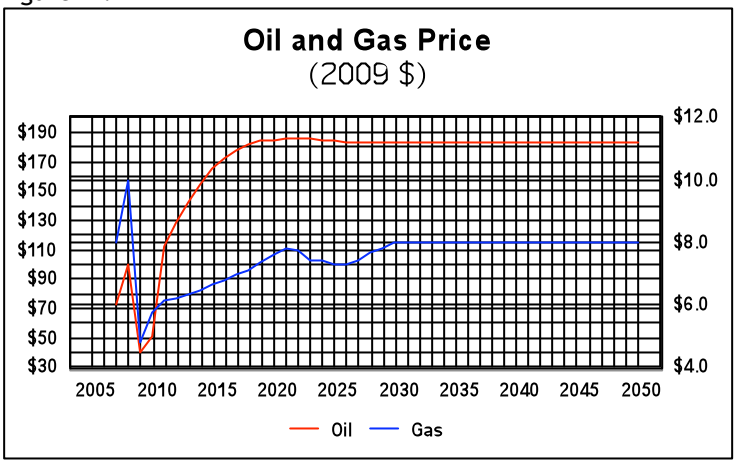
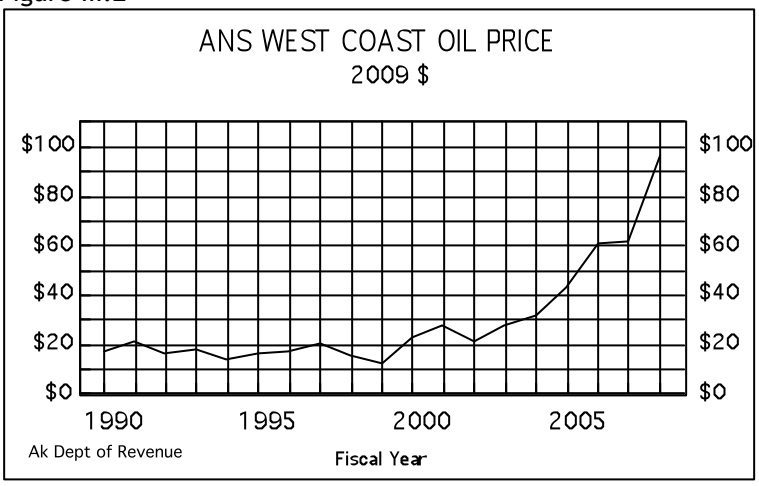



Figure III.2



Oil production from onshore state lands continues its declining trend but at a slower rate than in the BASE CASE, and OCS production at a rate higher than the BASE CASE (as well as production from ANWR and NPRA) brings overall production back to a high of about 1.4 million barrels per day. This keeps the oil pipeline in operation through the projection period and beyond.

Figure III.3

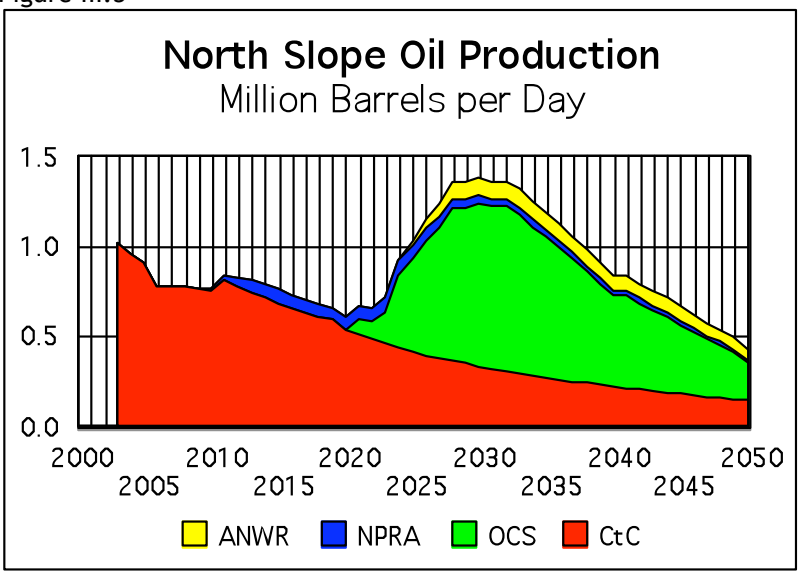
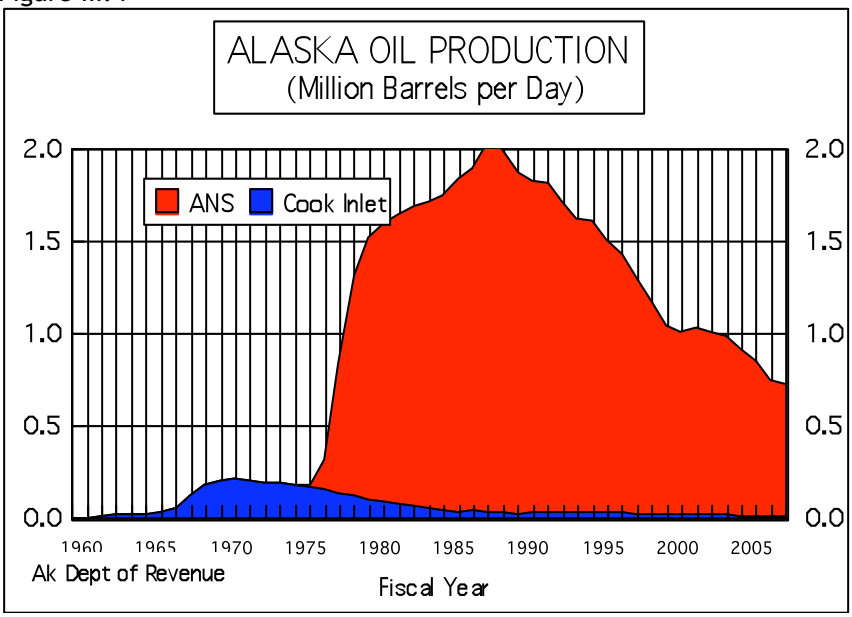



Figure III.4



In the mining sector, the Pebble Mine is developed on a faster schedule than in the BASE CASE and several additional smaller mines are also brought into production. Activity in the seafood and timber industries is constant—similar to the BASE CASE.

Among the other economic drivers, tourism and air cargo activity grow at a faster rate. The military presence continues to grow until 2020 and thereafter is constant. The retiree population grows faster. Federal agency employment growth is at the same slow rate as the BASE CASE.

Total driver employment grows more rapidly than in the BASE CASE and increases more than in the preceding decades.

Figure III.5

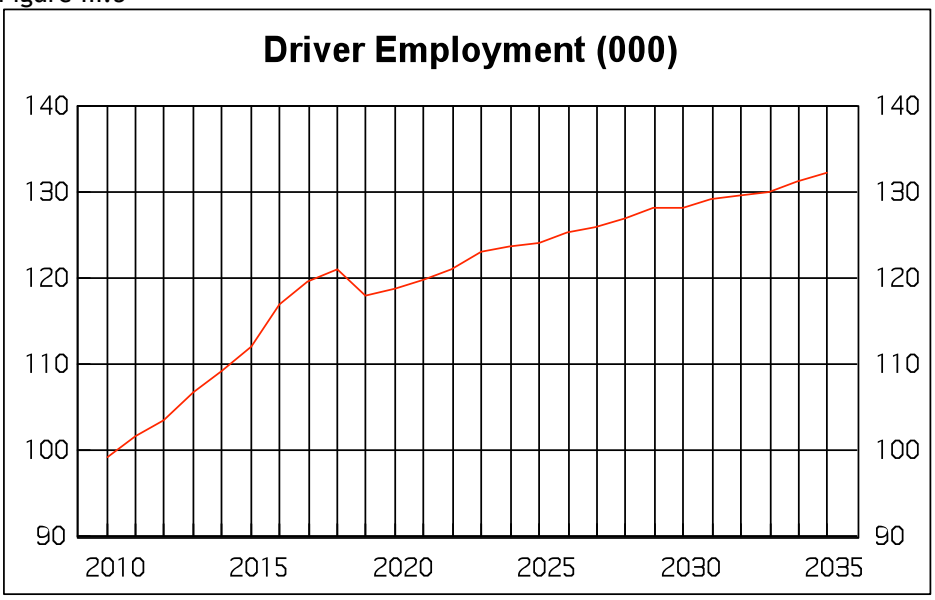
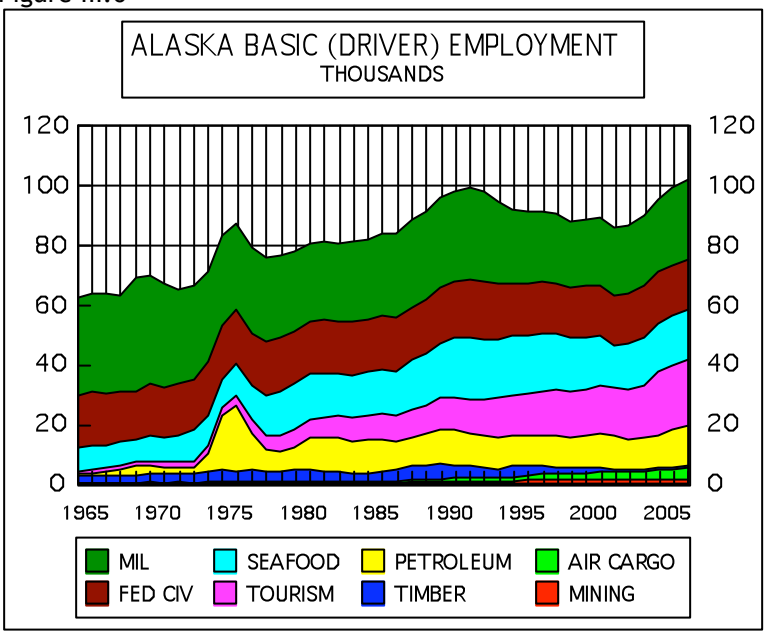


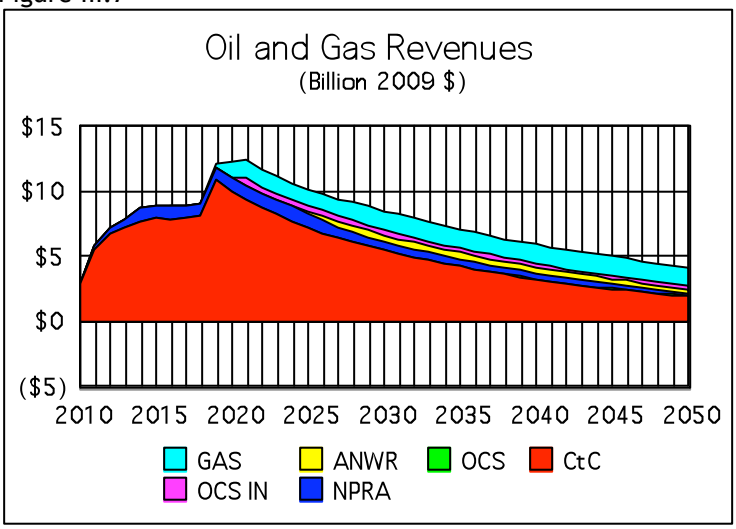

Figure III.6



The national recession will negatively impact the economy through 2010 similar to the BASE CASE. Subsequently, growth will return to the national economy at a more rapid pace as reflected in wage and income growth, inflation, and the unemployment rate.

High petroleum revenues will allow state General Fund per capita appropriations to continue to grow through the projection period and the contribution rate to the Permanent Fund from petroleum royalties to be increased to 50 percent. After 2030, a modest state personal income tax is phased in but the Permanent Fund dividend program continues in its current form.

Figure III.7




The main assumptions of the HIGH CASE development scenario that are different from the BASE CASE can be summarized as follows:

- Oil
  - Average annual world oil price: $163 per barrel (2009$)
  - Cumulative North Slope oil production on state lands: 4.1 billion barrels
  - Higher petroleum employment
  - Oil production from ANWR
  - 20% more OCS activity
- Gas
  - Natural gas price $7.01
  - LNG plant and Agrium plant operational
- Other Natural Resources
  - Rapid Pebble mine startup
  - Additional mining activity at Beluga and Matanuska Valley
- Other Economic Drivers
  - More rapid tourism growth
  - More rapid air cargo growth
  - Slower out migration of seniors
  - Military growth through 2020 and then constant
- State Fiscal
  - Higher state General Fund real per capita expenditures
  - No reduction in Permanent Fund dividend
  - Permanent Fund contribution rate increased to 50%
  - Large scale hydroelectric construction

- National Economy
  - Higher US inflation rate
  - Higher US unemployment rate
  - Higher growth in US real average earnings
  - Higher growth of US real disposable personal income per capita

- Regional
  - More rapid shift in employment from Anchorage to Matanuska-Susitna Borough
  - More rapid growth in commuters from Matanuska Susitna Borough working in Anchorage

**NATIONAL ECONOMIC CONDITIONS**

Trends in the national economy have an important influence on the growth of the Alaska economy. First, a large portion of the exports of the state are sold in the lower 48, so the strength of Alaska export industries, particularly tourism, depends upon the general health of the US economy. Second, the growth in real wage rates at the national level, which is driven by productivity increases, directly influences growth in real wages in Alaska. If real wages grow nationally, Alaska real wages will also grow to maintain parity. Higher real wages would in turn contribute to increased purchasing power for Alaskan consumers. Third, unemployment in the rest of the nation influences the size of the labor force in Alaska. Higher national unemployment causes more people to consider Alaska as a place to look for work.

However, in the near term, the national recession is negatively impacting the Alaska economy in a number of ways. Tourism activity, both visitations and expenditures per visitor, has dropped off. International air cargo moving through Ted Stevens Anchorage International Airport has fallen by a considerable percentage. Uncertainty about the economy has caused Alaska households to reduce their expenditures, and this has impacted both retail trade and personal services.

The impact of reductions in these sectors has cascaded through the rest of the economy so that growth in employment in 2009 will be negative for the first time in 23 years. Although the decline is expected to be small, about 1 percent, negative growth will continue through 2010 as the national economy struggles to get back on a growth trajectory.

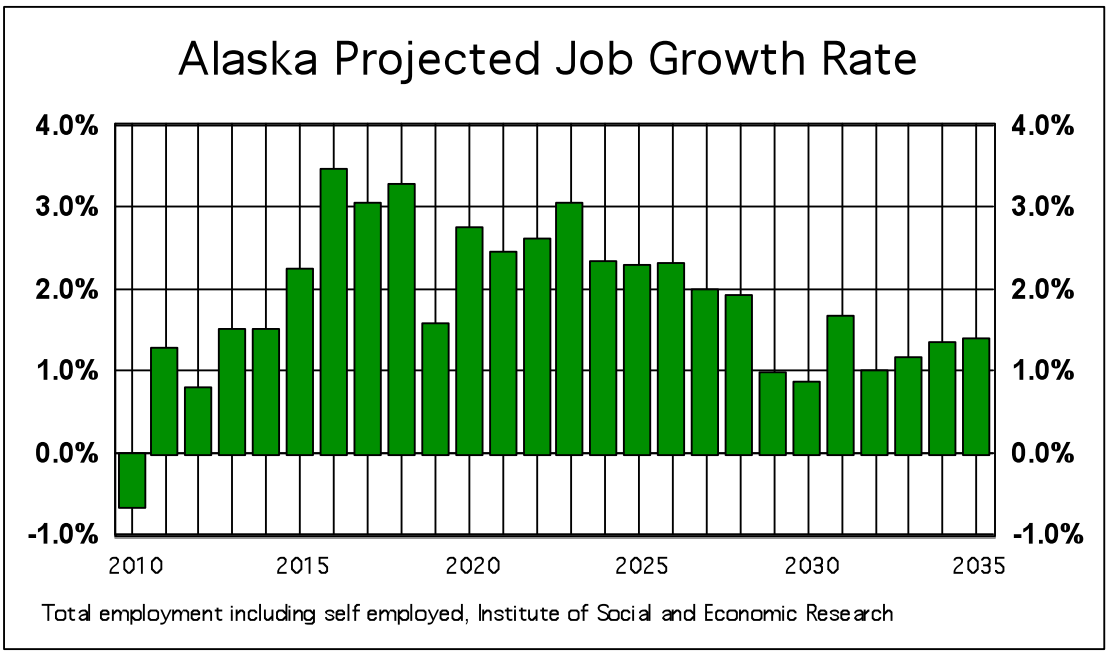
Like the national economy, economic recovery in Alaska will be slow for a number of reasons. Tourist visitations will be slow to return to their former level, federal spending will continue to be tight, and oil and gas capital spending will continue to be less than the recent peak. The result is that employment will not recover to the 2008 peak until 2013—similar to the BASE CASE. On the other hand, population is expected to keep growing through the recession, both because of natural increase and the relative economic health of Alaska compared with much of the rest of the nation. Those households that would leave the state when employment is dropping are staying because unemployment rates are higher in much of the rest of the nation.

Finally, the size of the federal budget has an important influence on the Alaska economy since Alaska receives more in federal expenditures per capita than any other state. The federal influence is partly due to the large military and federal civilian work forces, the large share of federally owned and managed natural resources, the large Native American population, and the fact that Alaska has only recently become a state. As in the BASE CASE, we assume no major departures from current policies in these and other areas, such as the legal structure of the Alaska Native Corporations and the by-pass mail system of the US Post Office, which provides subsidized freight service to rural Alaska.

**EMPLOYMENT**

Annual employment growth averages 1.95 percent over the entire projection period from 2010 to 2035 with considerable year-to-year variation. This is due not only to the timing of large projects—gasline construction in the next decade followed by OCS exploration and development, but also to the recovery from the current recession and a slowdown in growth coming from the economic drivers after 2030. The general pattern is one of recovery, rapid and sustained growth, and a subsequent tapering off of the growth rate.

Figure III.8

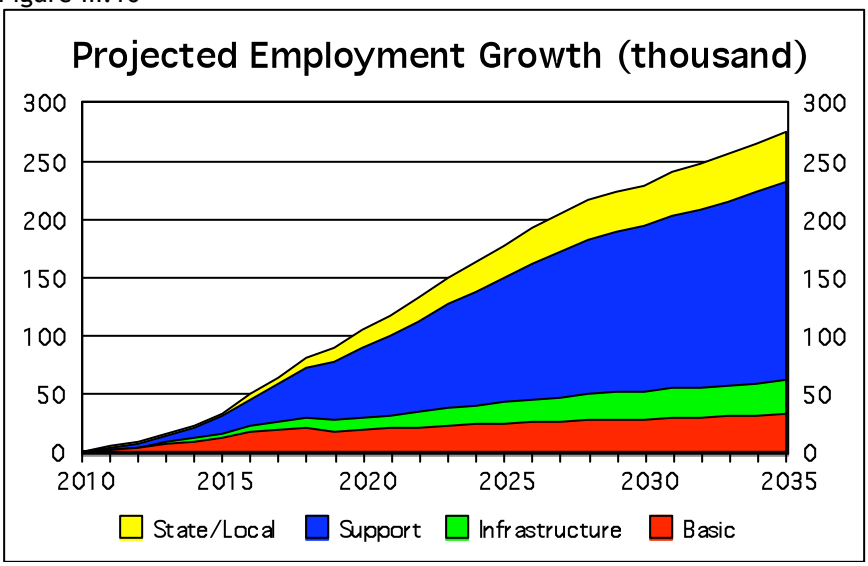



The growth rate in employment, and the accelerated growth from large projects, is projected to be smaller than the long term historical pattern, but consistent with more recent history. This is because the underlying economy has increased in size over time and is now more able to absorb a large construction project. In addition, a lot of past growth has been due to economic maturation or deepening of the support sector of the economy. Although that process is still continuing, it has slowed considerably.

Figure III.9


Nonetheless, most of the job growth will continue to be in the support sectors of the economy, although all categories of jobs will grow.

Figure III.10




Basic employment growth (the economic drivers) will be concentrated in tourism, petroleum, and mining with smaller increases in air cargo, and, in the near term, military (active duty).

Infrastructure employment (construction, transportation, communications, utilities, and business services) will grow in response to the needs of the economic drivers as well as the overall level of business activity in the state.

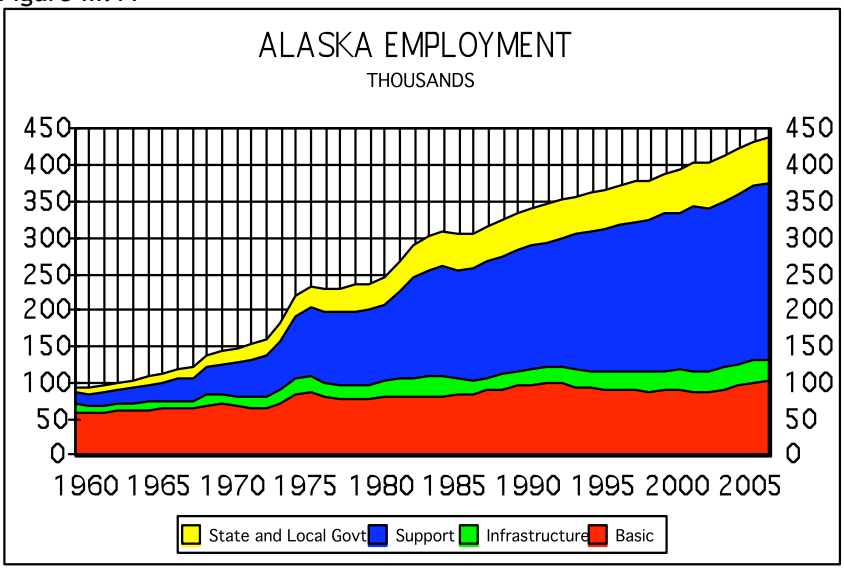
Businesses that provide support primarily to households (trade, finance, services, local manufacturing, and self employed excluding fish harvesters) will account for the largest share of employment growth for a number of reasons. Aging of the population will continue to increase the rapidly growing demand for health care services. Growth in the number of retirees is becoming a significant contributor to aggregate consumer demand and their numbers are projected to grow at 3.9 percent annually (compared to 2.0 percent for the total population). Growth in federal transfer

payments, although expected to be slower in the future, will also be a source of increasing consumer demand. Maturation of the economy will also add to income from accumulated assets of households and others.

However this growth in support activity will be slower than in the past because many markets are now well served (saturated) by local businesses, at least in the larger urban areas, so future growth will only be in response to growth in demand rather than growth to serve the existing market. In addition, national economic growth is expected to be slower than in the past and this will be reflected in Alaska in slower growth in wage rates.

Growth in manufacturing for local markets will continue to be hampered by high costs and small market size, and new entrants will continue to be those firms that can identify a small niche market.

Figure III.11




**POPULATION AND HOUSEHOLDS**

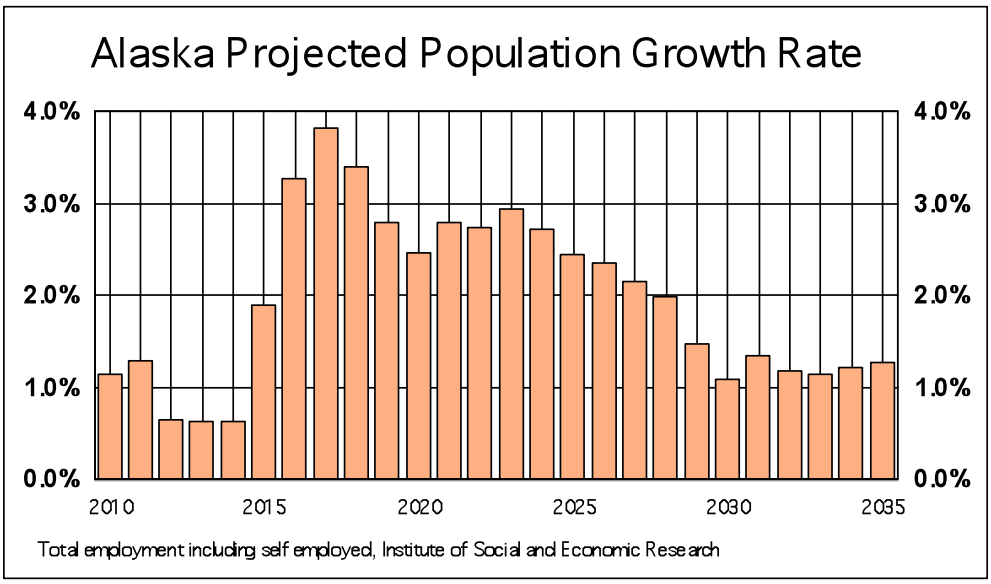
State population growth is a combination of natural increase and net migration. Natural increase (births minus deaths) changes slowly with the characteristics of the population and is expected to increase slowly from its current level of about 7 thousand per year. Net migration (in migration minus out migration), however, can change dramatically from year to year because it depends mostly on the strength of the Alaska economy in relation to the rest of the nation. When the Alaska economy is adding jobs, more people will come to the state and fewer will leave. The same will be true if the economy in the rest of the nation is unhealthy compared to Alaska.

In recent years, that simple pattern of migration in response to economic opportunity has become more complex due to the growth in the number of seniors and retirees in the population. Their decisions about whether to move out of the state are not based on employment opportunities, but rather other reasons including the relative attractiveness of public and private amenities in Alaska compared to other places.

However, employment opportunities is still the dominant factor in migration decisions, and as a result, the annual average projected population growth rate for the period 2010 to 2035 of 2.0 percent, is close to that of the growth rate in total jobs. The time pattern also generally follows the growth rate of jobs, but as has been the experience in the past, when the growth rate of employment drops off, out migration lags.

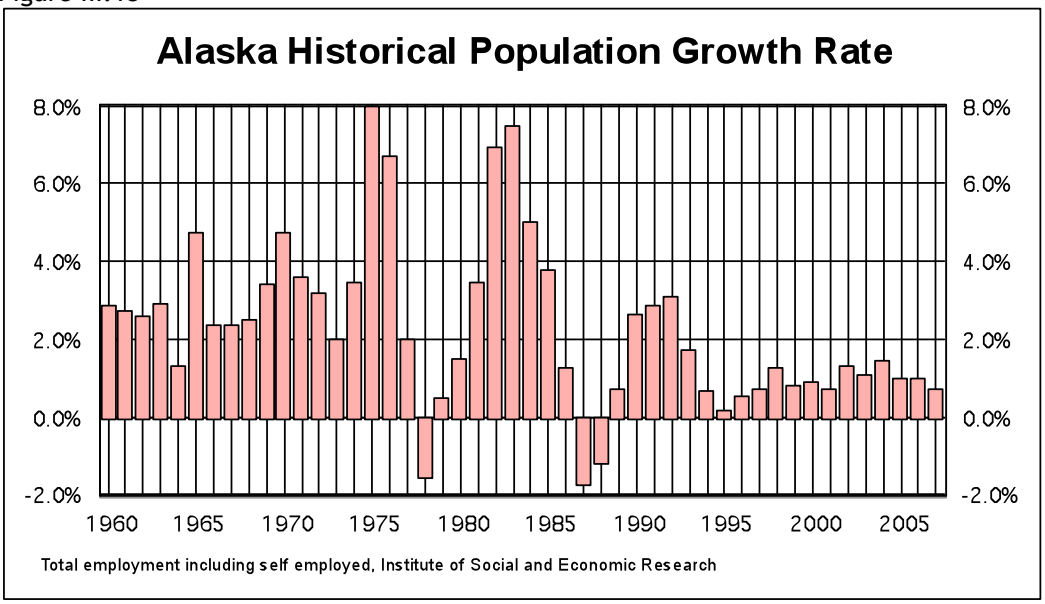
With this pattern of population growth, net migration is strongly positive throughout the projection period after the recovery from the national recession.

Figure III.12



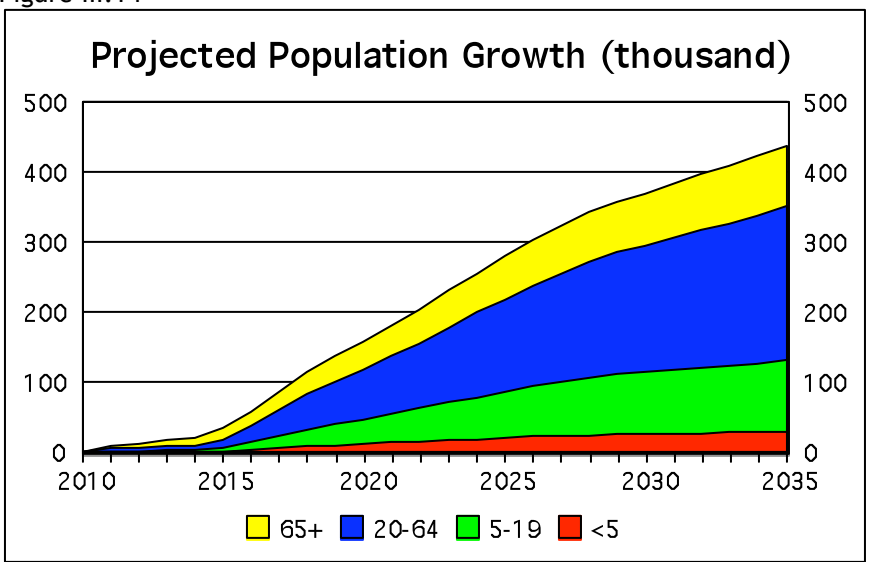

As with jobs, the projected growth rate is below the historical rate.

Figure III.13



The population 65+ will be the most rapidly growing component of the population—3.9 percent, but most of the increase in population will be adults aged 16-64.

Figure III.14




Movement in the Alaska labor force participation rate will be influenced by two opposing factors. First, the increase in the number of seniors will move a larger share of the population into older age cohorts, which have lower labor force participation rates. Second, the age-specific labor force participation rates of females will continue to rise in concert with national rates. We assume the first of these factors will dominate and the labor force participation rate will slowly decline.

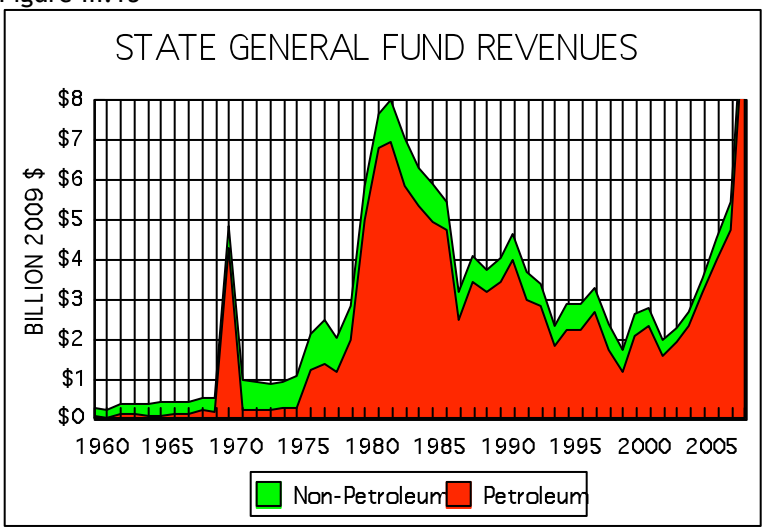
The average household size has been declining in Alaska as it has in the rest of the nation due to the increase in the proportion of single-parent households, non-related adult households, and elderly households. In addition, Native household size has declined substantially, partly in response to increased availability of housing, higher incomes, and urbanization. This has resulted in more rapid growth in the number of households than population. We assume, consistent with national projections, that average household size will continue to decline, but at a much slower rate than in the past. Consequently the average annual growth rate in the number of households will be 2.1 percent.

### STATE FISCAL CONDITION

Petroleum revenues have fluctuated dramatically, but on average have accounted for about 85 percent of the state General Fund budget since the late 1970s. Petroleum revenues are based upon production, price, and the tax and ownership regime. Petroleum production from state lands, from which the state is able to collect a royalty as well as production taxes, will continue the decline that began in 1989, but at a slower rate than in the BASE CASE, and the higher oil price will greatly enhance total state revenues. Revenues will also be enhanced by production on federal lands—OCS, ANWR, and NPRA.

Completion of a gas line will result in additional revenues from production of natural gas, but eventually, because the prices of oil and gas stop growing, state revenues from petroleum will begin to decline. Furthermore, although state tax and royalty rates have changed numerous times in the past, we assume no changes in the future that would significantly change effective rates.

Figure III.15




Federal policy also influences state petroleum revenues, most notably the sharing of revenues from OCS production and the potential for the opening of ANWR to exploration. We assume no change from current policies.

General Fund revenues will be significantly greater than expenditures until 2025, resulting in the accumulation of a large surplus that we assume remains in the General Fund. When petroleum revenues begin to decline, the state draws the interest off these accumulated balances to pay for the growing General Fund expenditures. Because of the large size of the accumulated balances, there is no need to reduce the growth in state spending or to draw off any of the accumulated balances in the Earnings Reserve of the Permanent Fund.

Figure III.16

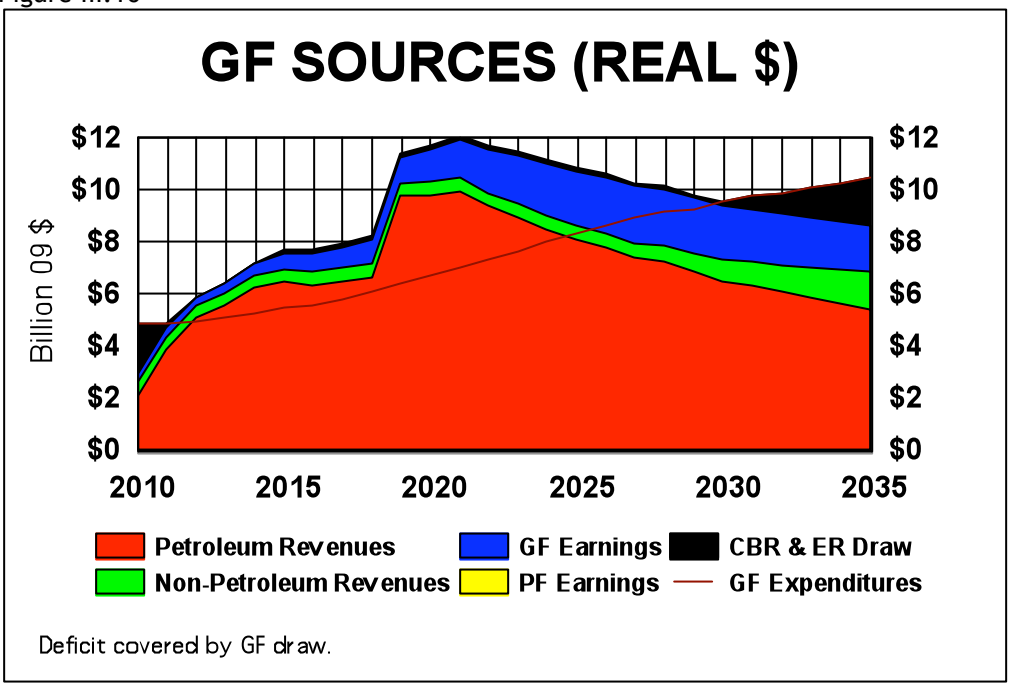
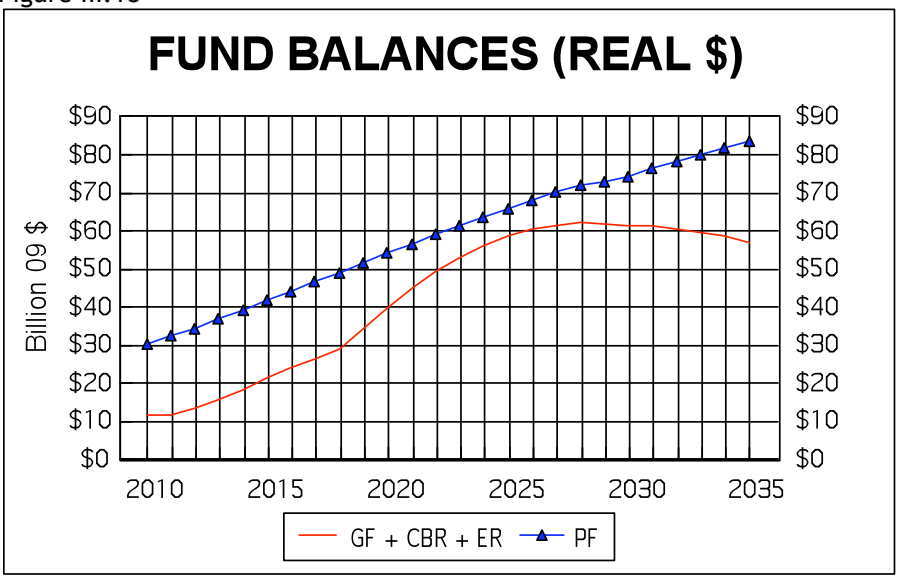


Figure III.17


The Permanent Fund continues to grow from new deposits (and appropriations for inflation proofing). Fund earnings not used for inflation proofing or the dividend accumulate in the Earnings Reserve Account. Excess revenues also accrue in the General Fund and the Constitutional Budget Reserve. The combined balance of the Earnings Reserve, Constitutional Budget Reserve, and the General Fund grows until 2028, at which time withdrawals start to slowly exceed deposits. From that time forward the combined balance of the funds gradually falls.

Figure III.18



At the end of the projection in 2035 there is still $60 billion in reserves excluding the Permanent Fund. If the projection were extended, these reserves would gradually be "cashed out" to cover General Fund expenditures. This is because petroleum revenues continue to decline, and other revenues, from income and other taxes, do not increase fast enough to replace that decline.

There is, of course, no guarantee that the state would follow this fiscal strategy, which involves the accumulation of reserves followed by their slow dissipation. This strategy, if not entirely sustainable in the very long run, provides stability over the next several decades. An alternative would be to let General Fund expenditures increase with revenues in the near term. However, with this strategy, the state would be forced to make very severe cuts in the General Fund budget towards the end of the projection period, and these cuts would in turn push the economy into a severe and long term recession, if not depression.

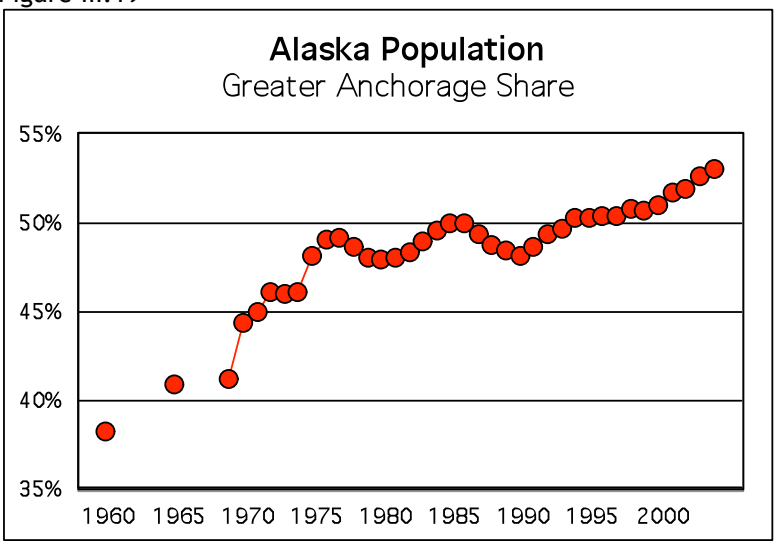
Local government expenditures are highly dependent on state financial assistance from the General Fund. As long as state General Fund expenditures are keeping pace with population, that source of funding for local government will continue, although it will have to compete with other growing needs of government like Medicaid expenditures

**GREATER ANCHORAGE (Anchorage Municipality and Matanuska Susitna Borough)**

With faster economic growth, employment will concentrate more in the Greater Anchorage region of the state. Support and government jobs in particular will tend to locate in this large urban center. Employment in mining, tourism, infrastructure, and local government will be more widely distributed. Wage and salary employment growth will average 2.2 percent for Greater Anchorage compared to 1.72 percent for the rest of the state. The Greater Anchorage share of total state wage and salary jobs will increase from 53 percent in 2010 to 55.9 percent by 2035.

Population growth will also concentrate in the Greater Anchorage region to a larger degree in the HIGH CASE, both because of job growth in the region, and because of the urban amenities that will draw residents who work elsewhere in the state or have retired. Population growth will average 2.39 percent for Greater Anchorage compared to 1.47 percent for the rest of the state. The Greater Anchorage share of total state population will increase from 53.5 percent in 2010 to 59.1 percent by 2035.

Figure III.19



As Greater Anchorage grows, employment and population growth will tend to concentrate in the Matanuska Susitna Borough (Matsu) for a number of reasons:

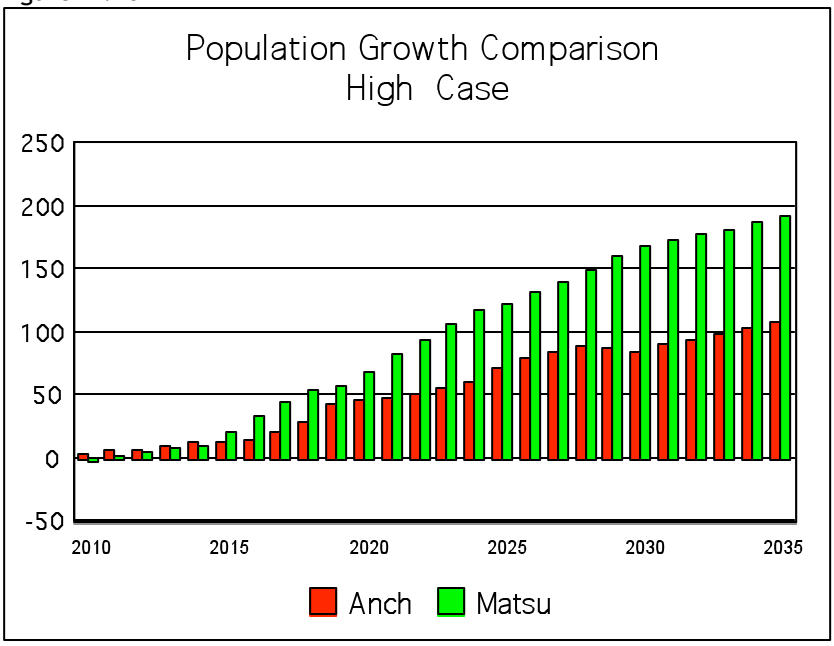
- Lower housing prices in the Matsu entice many people who work in Anchorage to live in Matsu and commute to work in Anchorage
- Basic and public sector jobs migrate from Anchorage to the Matsu because of lower costs and are taken by Matsu residents
- Support businesses move to the Matsu to serve the growing population and business community

The number of commuters continues to grow, averaging 5.2 percent annually, and the share of Matsu residents who commute to Anchorage increases from 22.3 percent in 2010 to 25 percent by 2035. At the same time, there is a migration of basic and public sector jobs (the new state prison is a good example) that would otherwise likely have been located in Anchorage to the Matsu. Both of these trends are accelerated by the completion of the Knik Arm Bridge in 2015.

The growth in the number of commuters and basic and public sector jobs in the Matsu increases the resident population and the size of the local market. The larger market in turn can support a wider range of local businesses that would otherwise be located in Anchorage (automobile dealerships and big box stores are good examples). The employment associated with these businesses is largely supplied locally, and this leads to further population growth while at the same time reducing the commuting share of the resident work force.

At the same time the Municipality of Anchorage will continue to grow. New job growth will be more rapid than the migration of jobs to the Matsu. New businesses will find Anchorage to be an attractive location because it provides close proximity to other businesses and government offices, it has good transportation links to the rest of the state and nation, and it has the largest consumer market in the state. The number of resident workers attracted to move to the Matsu and commute will be moderated by the costs of commuting and the attractiveness of the urban amenities that Anchorage can offer.

Figure III.20



In 2010, 11.3 percent of Greater Anchorage jobs were in the Mat-Su and 21.7 percent of population. By 2035, 26 percent of the jobs and 41.1 percent of the population will be in the Mat-Su.

**Table III.1 HIGH CASE Growth Rates**

| | Average Growth Rate 2010-2035 | | |
|---|---|---|---|
| | Wage and Salary Jobs | Population | Households |
| **Total State** | 1.98 % | 1.99 % | 2.10 % |
| **Greater Anchorage** | 2.20 % | 2.39 % | 1.99 % |
| **Anchorage** | 1.46 % | 1.23 % | 1.33 % |
| **Matsu** | 5.65 % | 5.03 % | 5.15 % |
| **Rest of State** | 1.72 % | 1.47% | 1.63% |

**Table III 2 HIGH CASE Regional Shares**

| | Share of Wage and Salary Jobs | | Share of Population | |
|---|---|---|---|---|
| | 2010 | 2035 | 2010 | 2035 |
| **Total State** | | | | |
| **Greater Anchorage** | 53 % | 55.9 % | 53.5 % | 59.1 % |
| **Anchorage** | 88.7 % | 74.0 % | 78.3 % | 58.9 % |
| **Matsu** | 11.3 % | 26.0 % | 21.7 % | 41.1 % |
| **Rest of State** | 47 % | 44.1 % | 46.5 % | 40.9 % |

# IV. LOW CASE RESULTS

### ECONOMIC DRIVERS

The LOW CASE is characterized by lower oil and gas prices, slower oil and gas development, slower growth of the other economic drivers, and a weaker national economy.

The world oil price averages $50 (2009$) over the period 2010-2035. The Henry Hub price for natural gas averages $6.00 per mmbtu.

Figure IV.1

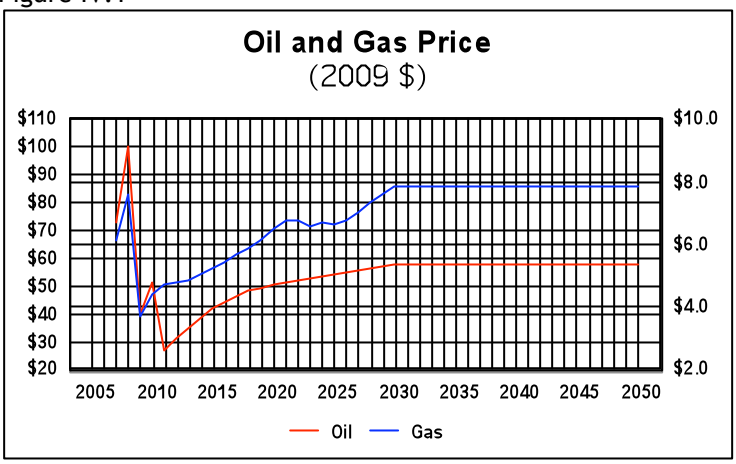
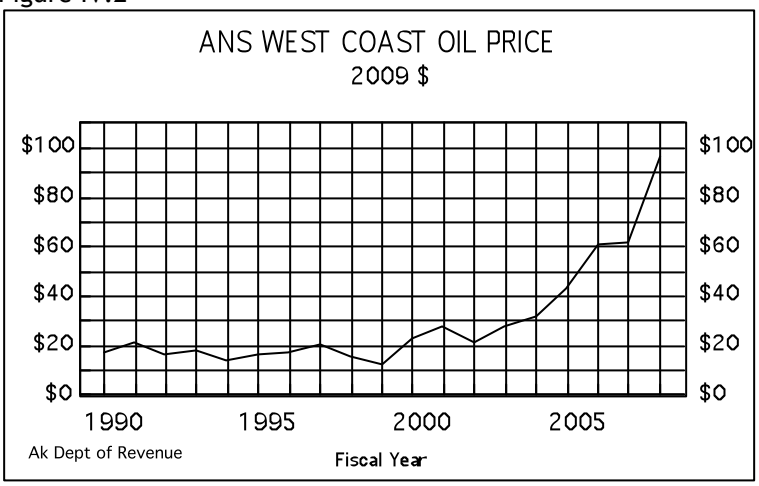



Figure IV.2



Oil production from onshore state lands is less than the BASE CASE, and development of petroleum from the OCS is delayed by 5 years. Oil production from the OCS begins in 2026 and this allows the oil pipeline to remain in operation through the projection period and beyond.

Figure IV.3

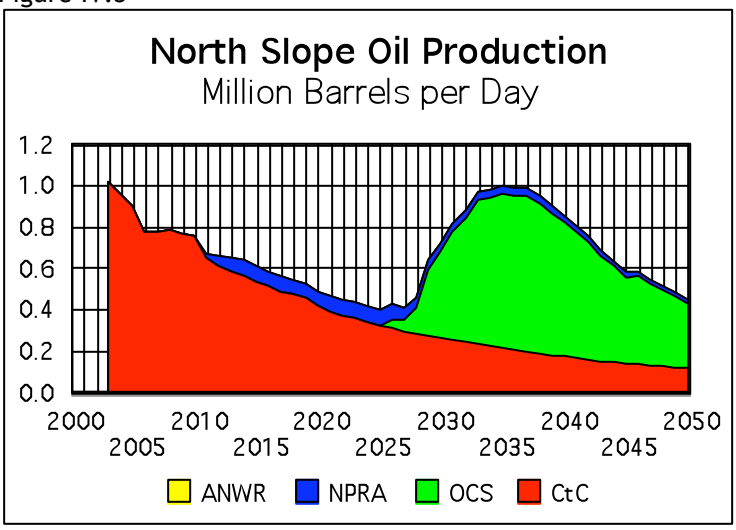
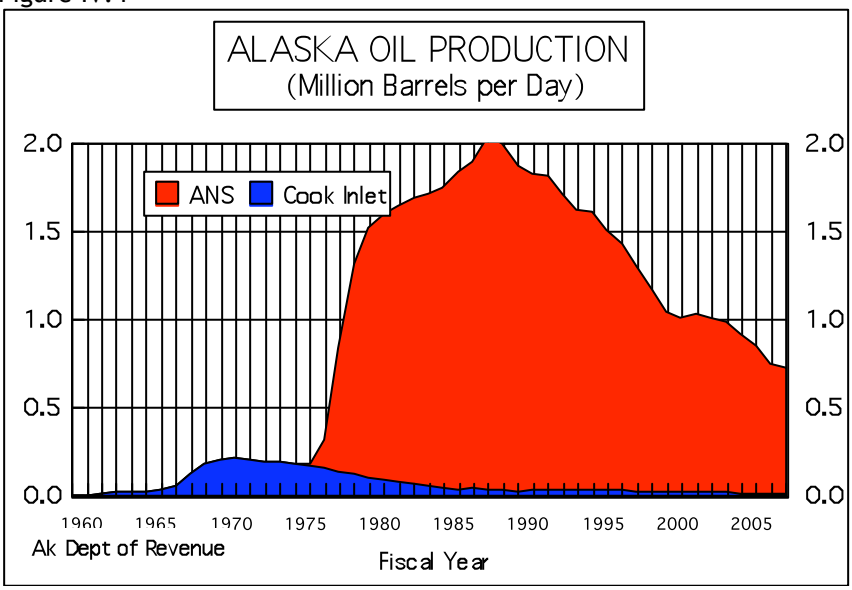



Figure IV.4




Construction of a gas pipeline is delayed for 10 years and gas sales begin in 2029.

Other major development projects include two large mines—Livengood and Donlin Creek—but not the Pebble prospect. Activity in the seafood and timber industries is constant.

Among the other economic drivers, tourism and air cargo activity continue to grow, but slowly . The military continues to expand until 2014, but subsequently slowly declines. Federal agency employment continues to grow at its slow historical rate.

Aggregate driver employment grows slowly in the near term with OCS development, and peaks with the construction of the gas line, but subsequently is flat.

Figure IV.5

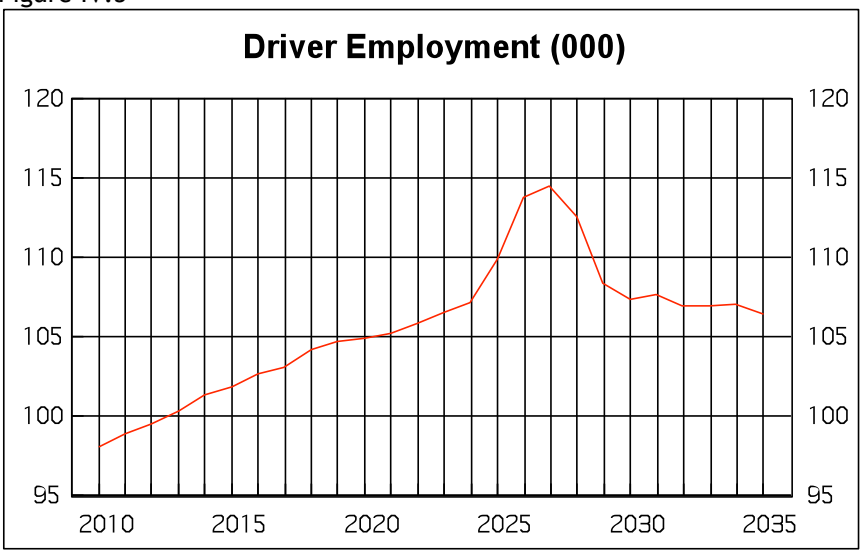
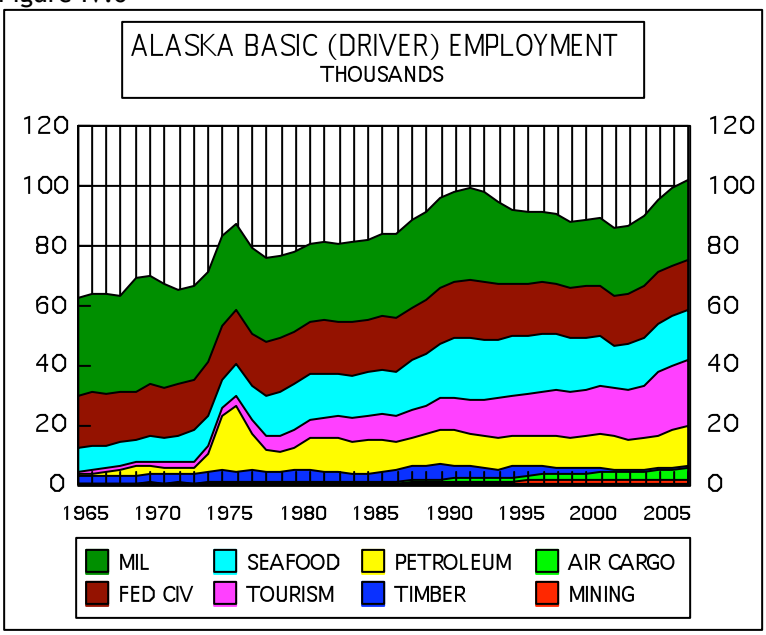



Figure IV.6

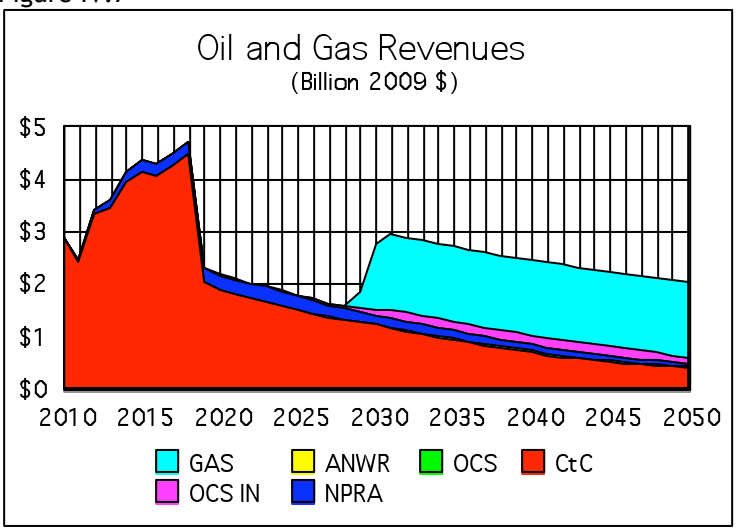



The Knik Arm Crossing bridge is not constructed.

Federal grants in aid retreat from their recent high level and gradually return to their historical level in relation to the rest of the Nation. The national recession will negatively impact the economy through 2010. Subsequently growth will return to the national economy, but the long term growth of the national economy will be slower than in the base case.

Because of lower oil and gas revenues, per capita state General Fund appropriations will trend downward. A state income tax is phased in starting in 2015 and the share of the Permanent Fund earnings allocated to the dividend falls to 25% starting in 2017. (Note: The low case projection of petroleum revenue depicted in the graph relies on the official state projection through 2017 and then reverts to one based on the lower price and production assumptions present above. That accounts for the discontinuity in 2018.)

Figure IV.7




The main elements of the LOW CASE development scenario which differentiate it from the BASE CASE are the following:

- Oil
  - Average annual world oil price: $50 per barrel (2009$)
  - Cumulative North Slope oil production on state lands: 3.2 billion barrels
  - Lower petroleum employment
  - OCS activity delayed 5 years

- Gas
  - Average annual Henry Hub natural gas price: $6.00 per mmbtu (2009$)
  - North Slope gas pipeline delayed 10 years

- Other Natural Resources
  - Livengood, Donlin Creek developed
  - Pebble Mine not developed
  - Other mining gradually declines
  - Seafood industry activity constant
  - Forest products activity constant

- Other Economic Drivers
  - Tourism growth rate declines over time from 3% to 1% annually
  - Air cargo growth at 1% annually
  - Retiree rate of out migration increases from historical trends
  - Military growth 1% annually through 2014, then annual decline of 1%

- State Fiscal
  - Per capita real state general fund spending gradually declines
  - State income tax phased in after 2015
  - Permanent Fund dividend reduced by half in 2017

- National Economy
  - US inflation rate 2%
  - US unemployment rate 5%
  - US weekly earnings growth rate 0%
  - US real disposable personal income per capita growth rate .5%

- Regional

- No Knik Arm bridge construction
- No employment shift from Anchorage to Matanuska-Susitna borough
- Slow growth in commuters from Matanuska-Susitna Borough working in Anchorage

**NATIONAL ECONOMIC CONDITIONS**

Trends in the national economy have an important influence on the growth of the Alaska economy. First, a large portion of the exports of the state are sold in the lower 48, so the strength of Alaska export industries, particularly tourism, depends upon the general health of the US economy. Second, the growth in real wage rates at the national level, which is driven by productivity increases, directly influences growth in real wages in Alaska. If real wages grow nationally, Alaska real wages will also grow to maintain parity. Higher real wages would in turn contribute to increased purchasing power for Alaskan consumers. Third, unemployment in the rest of the nation influences the size of the labor force in Alaska. Higher national unemployment causes more people to consider Alaska as a place to look for work.

However, in the near term, the national recession is negatively impacting the Alaska economy in a number of ways. Tourism activity, both visitations and expenditures per visitor, has dropped off. International air cargo moving through Ted Stevens Anchorage International Airport has fallen by a considerable percentage. Uncertainty about the economy has caused Alaska households to reduce their expenditures, and this has impacted both retail trade and personal services.

The impact of reductions in these sectors has cascaded through the rest of the economy so that growth in employment in 2009 will be negative for the first time in 23 years. Although the decline is expected to be small, about 1 percent, negative growth will continue through 2010 as the national economy struggles to get back on a growth trajectory.

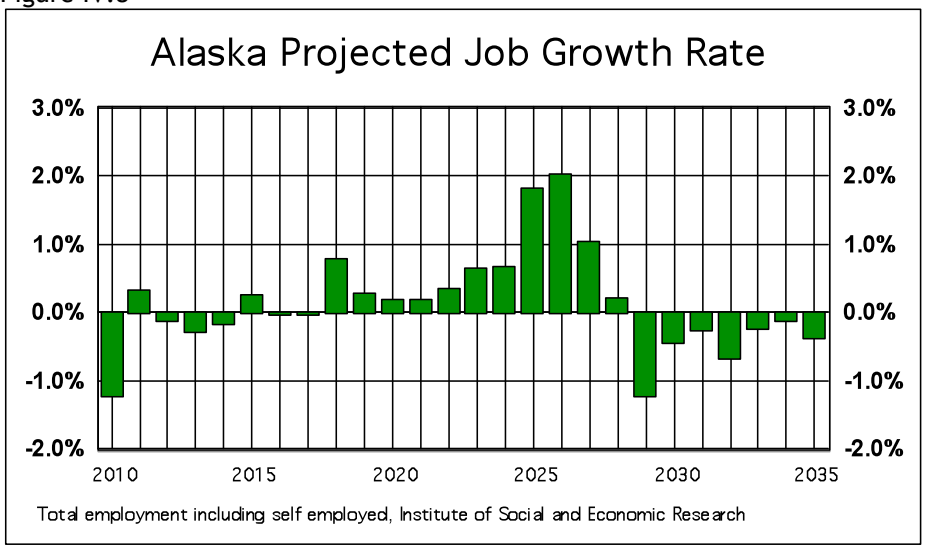
Like the national economy, economic recovery in Alaska will be slow for a number of reasons. Tourist visitations will be slow to return to their former level, federal spending will continue to be tight, and oil and gas capital spending will continue to be less than the recent peak. In the LOW CASE, the recovery will be slowed by weakness of the Alaska driver sectors, so that employment will not recover to the 2008 peak until 2020. The slow recovery, particularly in relation to the rest of the nation, will result in Alaska population dipping slightly after 2012 and slowly returning to that level again by 2019.

Finally, the size of the federal budget has an important influence on the Alaska economy since Alaska receives more in federal expenditures per capita than any other state. The federal influence is partly due to the large military and federal civilian work forces, the large share of federally owned and managed natural resources, the large Native American population, and the fact that Alaska has only recently become a state. In general, we assume no major departures from current policies in these and other areas, such as the legal structure of the Alaska Native Corporations and the by-pass mail system of the US Post Office, which provides subsidized freight service to rural Alaska.

**EMPLOYMENT**

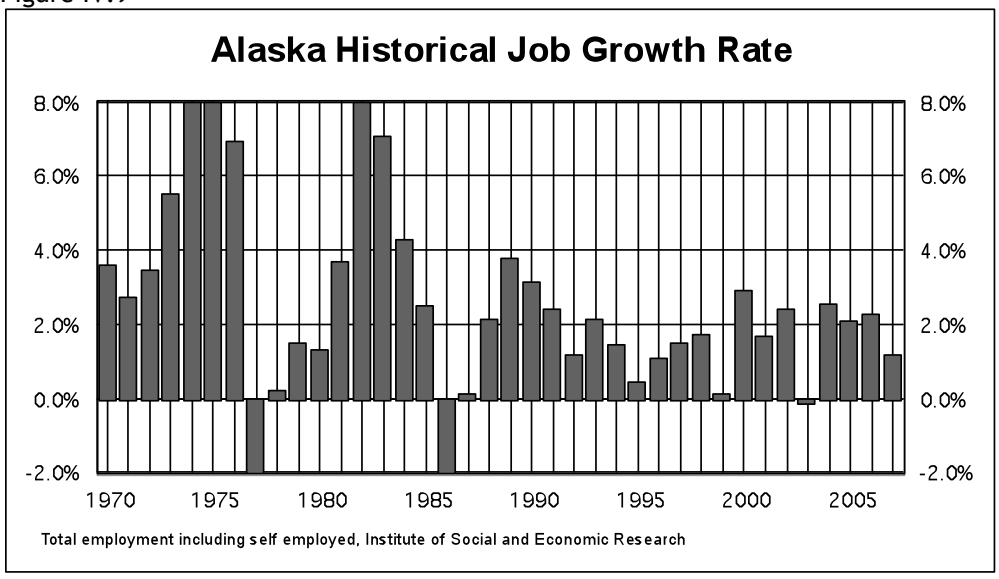
Annual employment growth averages only .2 percent over the entire projection period from 2010 to 2035 with considerable year to year variation. Most of the growth occurs in the decade beginning in 2020 when OCS development and gasline construction create a number of jobs. In subsequent years employment growth is slightly negative because of weakness of the economic drivers. Total employment falls 15 thousand between 2029 and 2035.

Figure IV.8



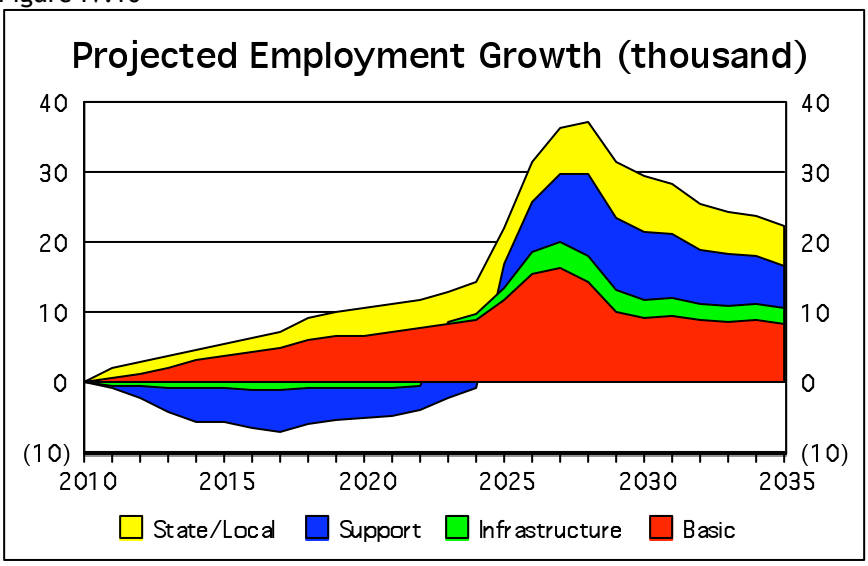

This pattern of employment growth and decline is clearly at odds with the strong historical pattern.

Figure IV.9




In this LOW CASE the strongest growth from 2010 forward (the bottom of the recession) will be from the basic sector (economic drivers).

Figure IV.10



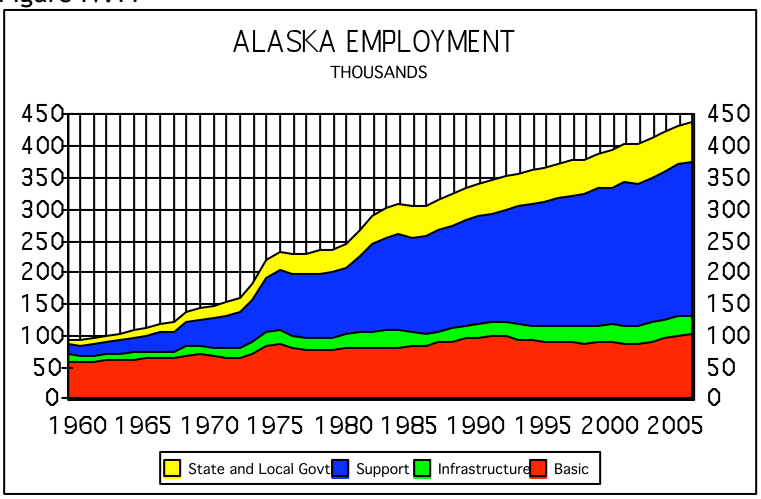

Basic employment growth (the economic drivers) will be concentrated in tourism and petroleum (including gasline construction.). (Tourism employment will be starting its growth in 2010 from a depressed level because of the effects of the recession.) Petroleum employment growth will be due both to OCS development and gasline construction as well as the increasing manpower requirements over time to maximize production from the aging oil fields on the North Slope.

Infrastructure employment (construction, transportation, communications, utilities, and business services) will grow in response to the needs of the economic drivers as well as the overall level of business activity in the state.

Businesses that provide support primarily to households (trade, finance, services, local manufacturing, and self employed excluding fish harvesters) will account for the largest share of the employment growth compared to the historical pattern. This is primarily because of the negative effects of the national recession and the slow rebound of the Alaska economy from those effects. Most of the job loss from 2010 to 2016 will be in this sector. Growth in the number of retirees is becoming a significant contributor to aggregate consumer demand and their numbers are projected to grow at 2.7 percent annually (compared to .3 percent for the total population). Growth in federal transfer payments, although expected to be slower in the future, will also be a source of increasing consumer demand. Maturation of the economy will also add to income from accumulated assets of households and others.

Growth in manufacturing for local markets will continue to be hampered by high costs and small market size, and new entrants will continue to be those firms that can identify a small niche market.

Figure IV.11




**POPULATION AND HOUSEHOLDS**

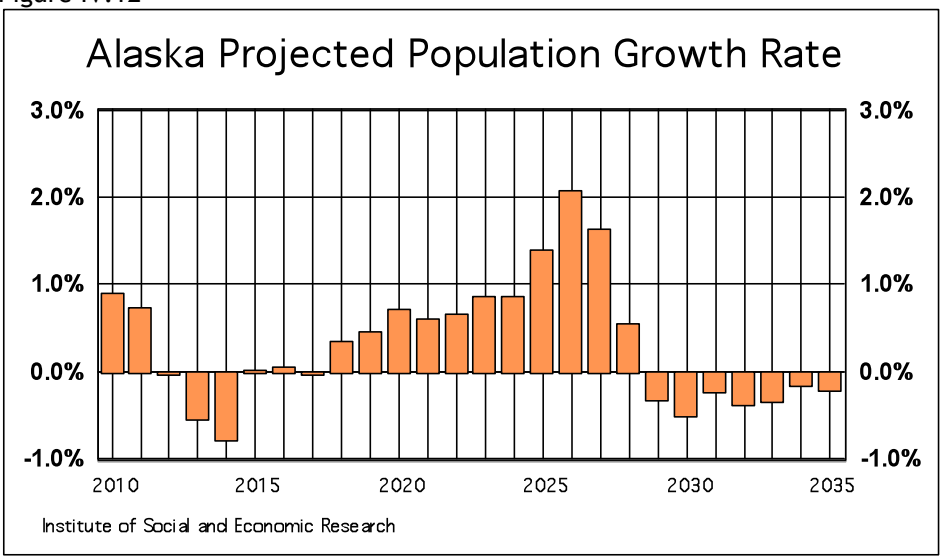
State population growth is a combination of natural increase and net migration. Natural increase (births minus deaths) changes slowly with the characteristics of the population and is expected to trend downward slowly from its current level of about 7 thousand per year. Net migration (in migration minus out migration), however, can change dramatically from year to year because it depends mostly on the strength of the Alaska economy in relation to the rest of the nation. When the Alaska economy is adding jobs, more people will come to the state and fewer will leave. The same will be true if the economy in the rest of the nation is unhealthy compared to Alaska.

In recent years, that simple pattern of migration in response to economic opportunity has become more complex due to the growth in the number of seniors and retirees in the population. Their decisions about whether to move out of the state are not based on employment opportunities, but rather on other reasons including the relative attractiveness of public and private amenities in Alaska compared to other places.

However, employment opportunities is still the dominant factor in migration decisions, and as a result, the annual average projected population growth rate for the period 2010 to 2035 of .3 percent, is close to that of the growth rate in total jobs. The time pattern also generally follows the growth rate of jobs, but as has been the experience in the past, when the growth rate of employment drops off, out migration lags.

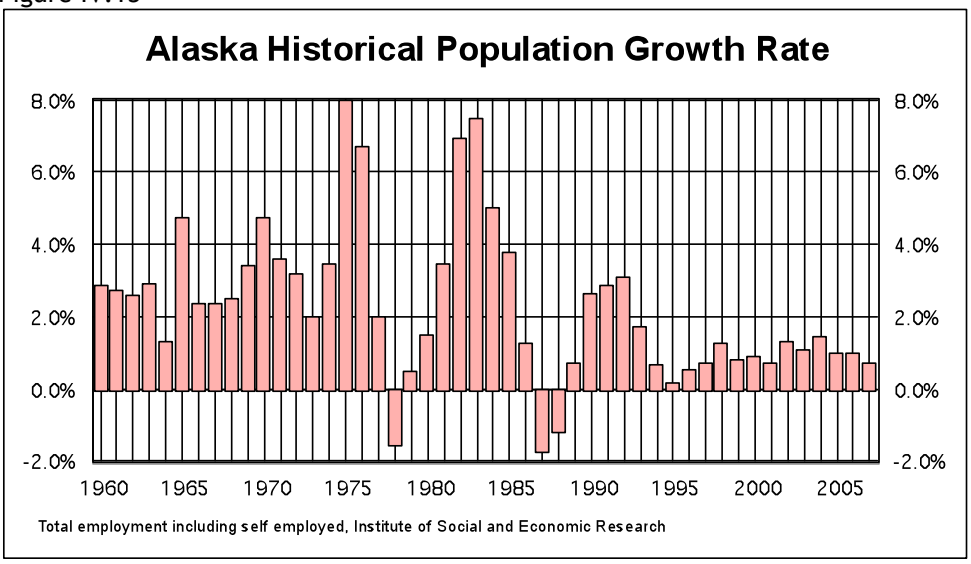
With this pattern of population growth, there is an annual net out migration except during the decade starting in 2020 when construction of the gas line and OCS activity results in a rapid increase in the demand for labor.

Figure IV.12



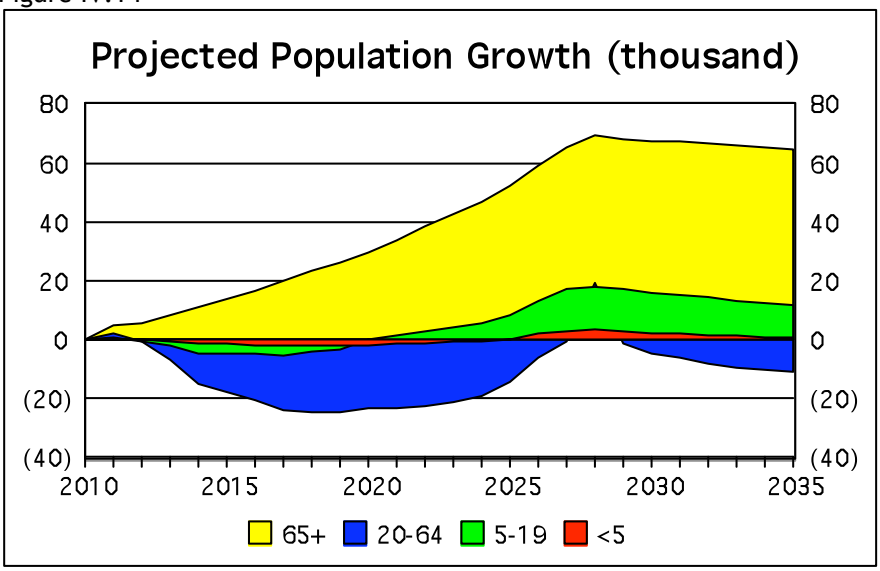

As with jobs, the projected growth rate is below the historical rate.

Figure IV.13



Almost all the population increase in the long run will be seniors—those aged 65+.

Figure IV.14



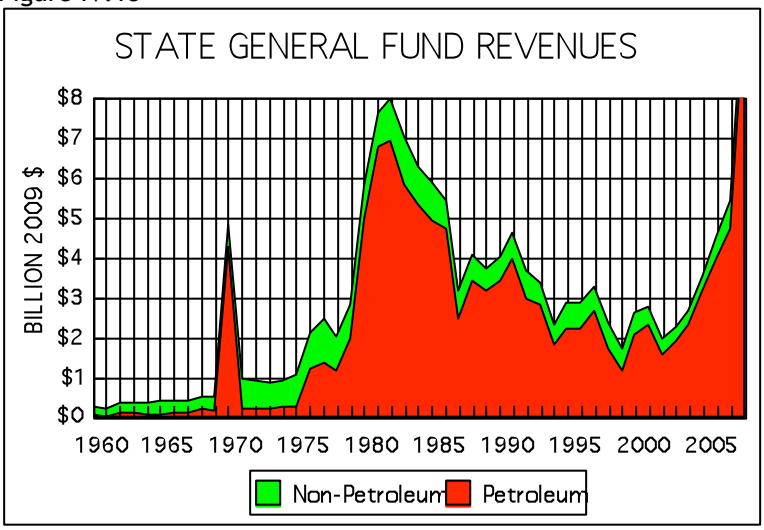

Movement in the Alaska labor force participation rate will be influenced by two opposing factors. First, the increase in the number of seniors will move a larger share of the population into older age cohorts, which have lower labor force participation rates. Second, the age-specific labor force participation rates of females will continue to rise in concert with national rates. We assume the first of these factors will dominate and the labor force participation rate will slowly decline.

The average household size has been declining in Alaska as it has in the rest of the nation due to the increase in the proportion of single-parent households, non-related adult households, and elderly households. In addition, Native household size has declined substantially, partly in response to increased availability of housing, higher incomes, and urbanization. This has resulted in more rapid growth in the number of households than population. We assume, consistent with national projections, that average household size will continue to decline, but at a much slower rate than in the past. Consequently, the annually average growth rate in households will be .44 percent.

**STATE FISCAL CONDITION**

Petroleum revenues have fluctuated dramatically, but on average have accounted for about 85 percent of the state General Fund budget since the late 1970s. Petroleum revenues are based upon production, price, and the tax and ownership regime. Petroleum production from state lands, from which the state is able to collect a royalty as well as production taxes, will continue the decline that began in 1989, but at a faster rate than in the BASE CASE. Although this decline will be partially offset by production from new areas—NPRA and OCS, this production, because it is largely on federal lands, will produce less revenue for the state.

Figure IV.15




Completion of a gas line will result in additional revenues from production of natural gas, but eventually, because the oil and gas prices of oil and gas stop growing, state revenues from petroleum will begin to decline. Furthermore although state tax and royalty rates have changed numerous times in the past, we assume no changes in the future that would significantly change effective rates.

Federal policy also influences state petroleum revenues, most notably the sharing of revenues from OCS production and the potential for the opening of ANWR to exploration. We assume no change from current policies.

In the near term, General Fund revenues and use of the earning from accumulated savings will be sufficient to fund a constant state General Fund budget (increasing annually only with inflation). After about 2020, however, the state will need to start to draw down the balances in its savings accounts, impose a broad based tax (personal income tax) and start to use some of the earnings of the Permanent Fund in order to pay for that constant level of government. A reduction of the share of earnings allocated to pay the Permanent Fund dividend allows a larger share of Permanent Fund earnings to be redirected to the state General Fund.

Figure IV.16

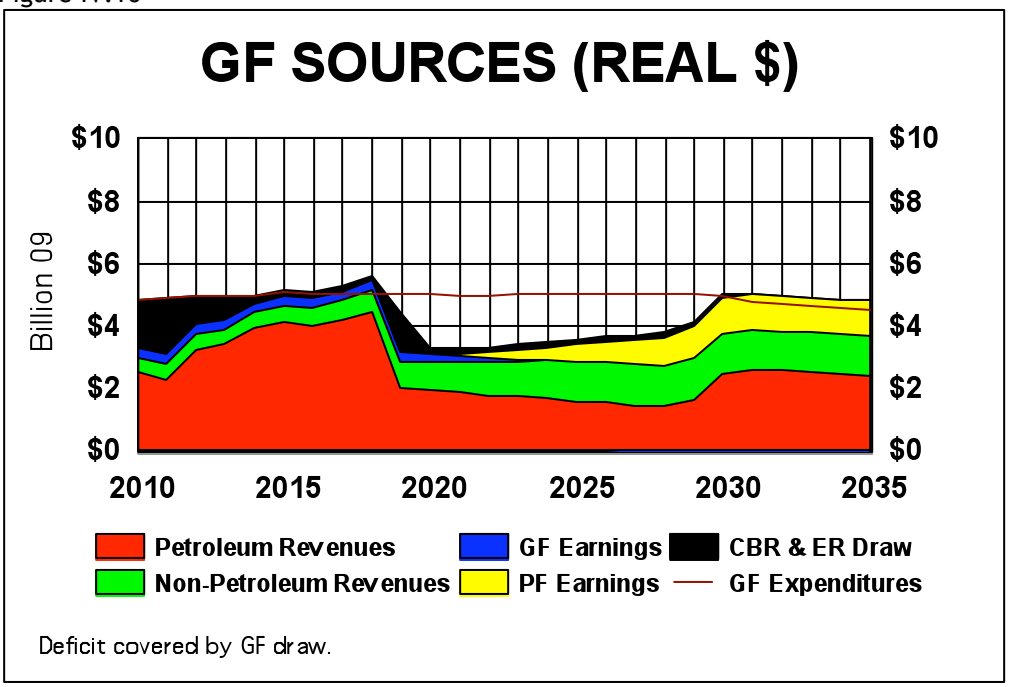
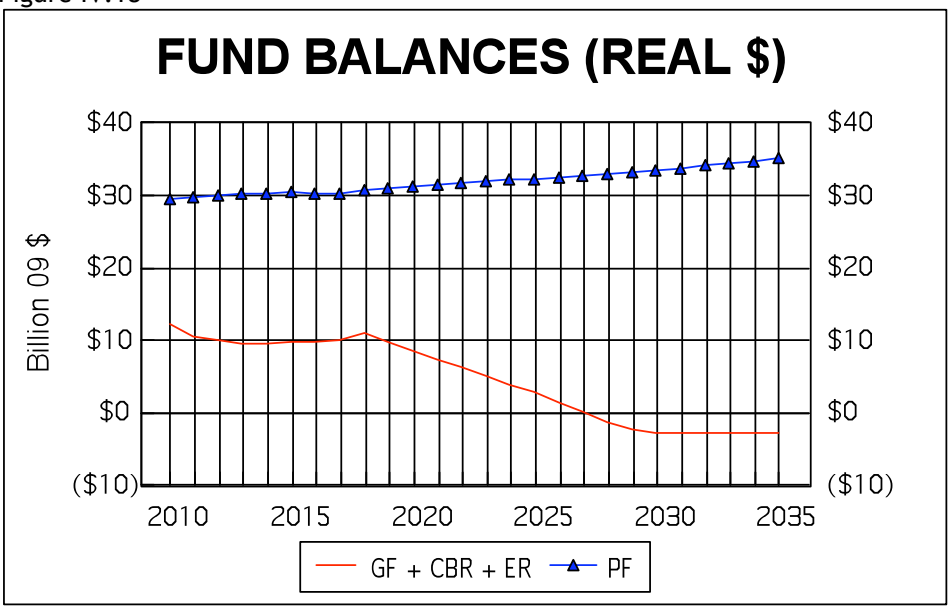



Figure IV.17


State government General Fund spending falls, slowly, in real per capita terms. Additional state government activities are financed from other local revenues that do not flow through the General Fund, and from federal grants. Both are assumed to continue to grow in the long term, although federal grants fall for a few years at the start of the projection.

The Permanent Fund continues to grow from new deposits (and appropriations for inflation proofing). The other funds, including the Earnings Reserve, the Constitutional Budget Reserve, and the balance in the General Fund, are all "cashed out" in the decade starting about 2020. After that, state expenditures must begin to trend downward (inflation adjusted) to balance the budget on a smaller base of revenues.

Figure IV.18




There is, of course, no guarantee that the state would follow this fiscal strategy, which involves the slow dissipation of cash reserves and maintenance of the Permanent Fund dividend and the corpus of the Permanent Fund. This strategy does provide some stability over the next several decades.

Local government expenditures are highly dependent on state financial assistance from the General Fund. As long as state General Fund expenditures are keeping pace with population, that source of funding for local government will continue, although it will have to compete with other growing needs of government like Medicaid expenditures

**GREATER ANCHORAGE (Anchorage Municipality and Matanuska Susitna Borough)**

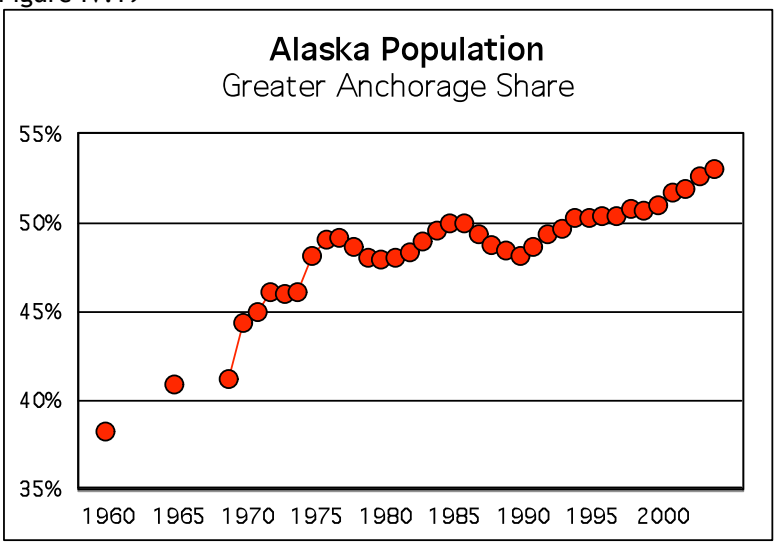
Even in the LOW CASE, employment growth will continue to concentrate in the Greater Anchorage region of the state. Support and government jobs in particular will tend to locate in this large urban center. Employment in mining, tourism, infrastructure, and local government will be more widely distributed. Employment growth will average .33 percent for Greater Anchorage compared to .22 percent for the rest of the state. The Greater Anchorage share of total state wage and salary jobs will increase from 53 percent in 2010 to 53.7 percent by 2035.

Population growth will also concentrate in the Greater Anchorage region, both because of job growth in the region, and because of the urban amenities that will draw residents who work elsewhere in the state or have retired. Population growth will average .42 percent for Greater Anchorage compared to .16 percent for the rest of the state. The Greater Anchorage share of total state population will increase from 53.5 percent in 2010 to 55.0 percent by 2035.

As Greater Anchorage grows, employment and population growth will tend to concentrate in the Matanuska Susitna Borough (Matsu) for a number of reasons:

- Lower housing prices in the Matsu entice many people who work in Anchorage to live in Matsu and commute to work in Anchorage
- Basic and public sector jobs migrate from Anchorage to the Matsu because of lower costs and are taken by Matsu residents
- Support businesses move to the Matsu to serve the growing population and business community

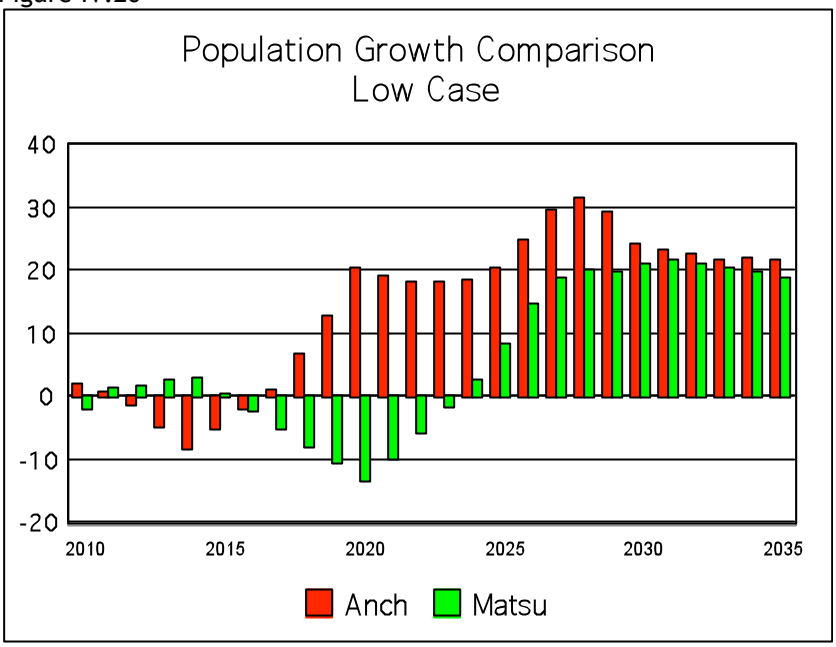
Figure IV.19




The number of commuters continues to grow, averaging .72 percent annually, but over time the share of Matsu residents who commute to Anchorage remains constant at 22 percent. In the LOW CASE there is no shift in basic sector or government jobs from Anchorage to the Matsu, so the growth in Matsu relative to Anchorage is much slower than the other cases.

The Municipality of Anchorage will continue to grow. New businesses will find Anchorage to be an attractive location because it provides close proximity to other businesses and government offices, it has good transportation links to the rest of the state and nation, and it has the largest consumer market in the state. The number of resident workers attracted to move to the Matsu and commute will be moderated by the costs of commuting and the attractiveness of the urban amenities that Anchorage can offer.

Figure IV.20



In 2010, 11.3 percent of Greater Anchorage jobs were in the Matsu and 21.7 percent of population. By 2035, 12.8 percent of the jobs and 24.6 percent of the population will be in the Matsu.

**Table II.1 LOW CASE Growth Rates**

| | Average Growth Rate 2010-2035 | | |
|---|---|---|---|
| | Wage and Salary Jobs | Population | Households |
| **Total State** | .28 % | .30 % | .44 % |
| **Greater Anchorage** | .33 % | .42 % | .55 % |
| **Anchorage** | .26 % | .26 % | .40 % |
| **…Matsu** | .89 % | .93 % | 1.07 % |
| **Rest of State** | .22 % | .16 % | .30 % |

**Table II.2 LOW CASE Regional Shares**

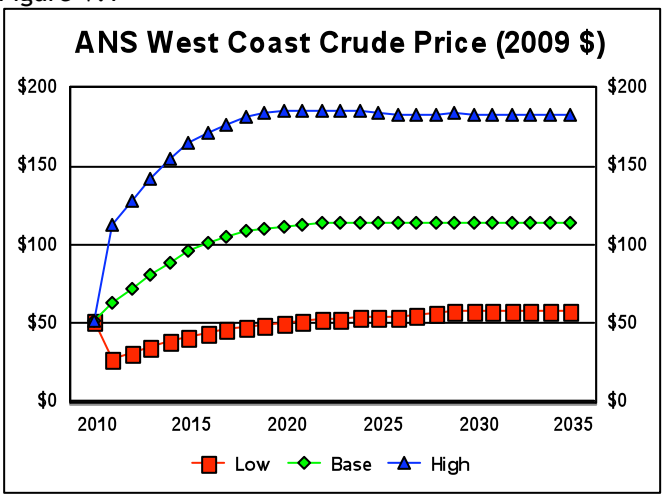
| | Share of Wage and Salary Jobs | | Share of Population | |
|---|---|---|---|---|
| | 2010 | 2035 | 2010 | 2035 |
| **Total State** | | | | |
| **Greater Anchorage** | 53 % | 53.7% | 53.5 % | 55.0 % |
| **Anchorage** | 88.7 % | 87.2 % | 78.3 % | 75.4 % |
| **…Matsu** | 11.3 % | 12.8 % | 21.7 % | 24.6 % |
| **Rest of State** | 47 % | 46.3 % | 46.5 % | 45.0 % |

# V. COMPARISON OF CASES

## STATEWIDE

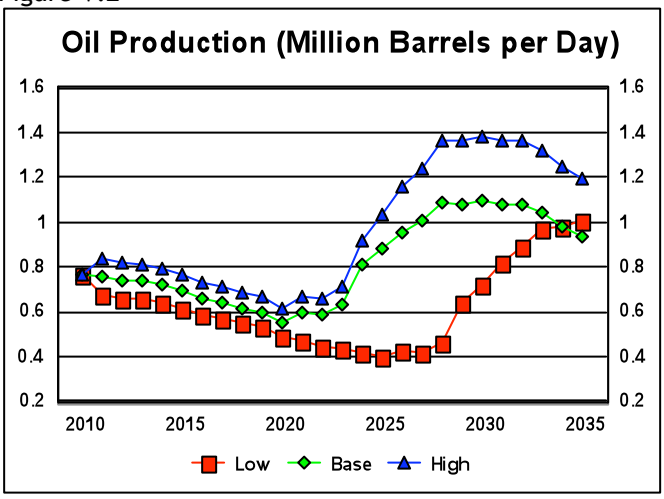
A major difference among the three CASES is the price of oil, which quickly diverges at the start of the projections. All three settle down to constant real prices toward the end of the period. Although these projections show stable prices, in actual fact they are more likely to display considerable short term variability as has been the case in the past.

Figure V.1



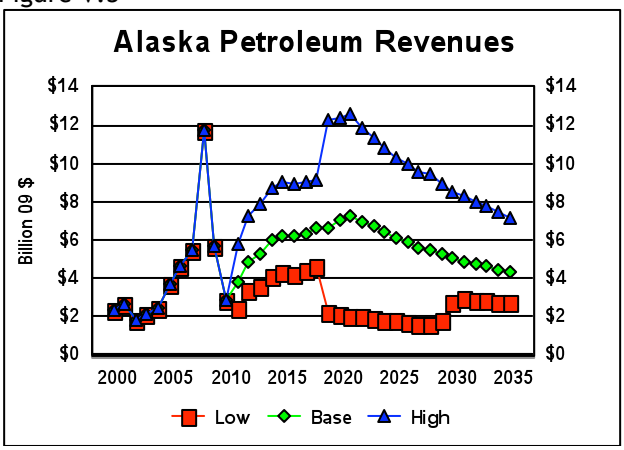

Total oil production from onshore and offshore fields surrounding Alaska varies in the three CASES. In all CASES one can see the pattern of declining production from onshore fields on state lands in the near term, with production from OCS coming on stream later in the projection period.

Figure V.2



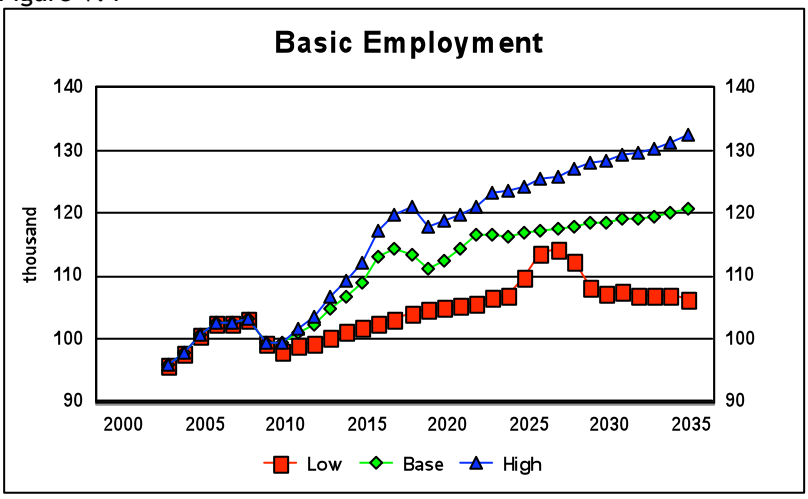

Variation in state petroleum revenues is a function of differences in oil price and production, as well as the timing of commercialization of gas.

Figure V.3



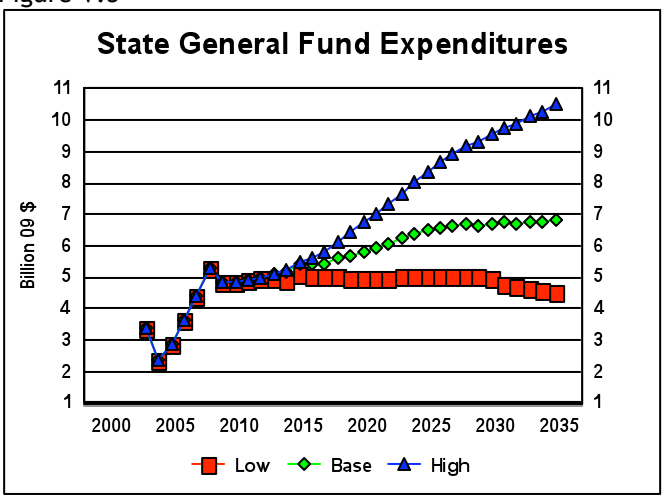

The economic scenarios in the three CASES vary in the growth rate of employment in the basic sectors—petroleum, mining, seafood, tourism, timber, military, and federal civilian. In each CASE there is a peak associated with gasline construction.

Figure V.4



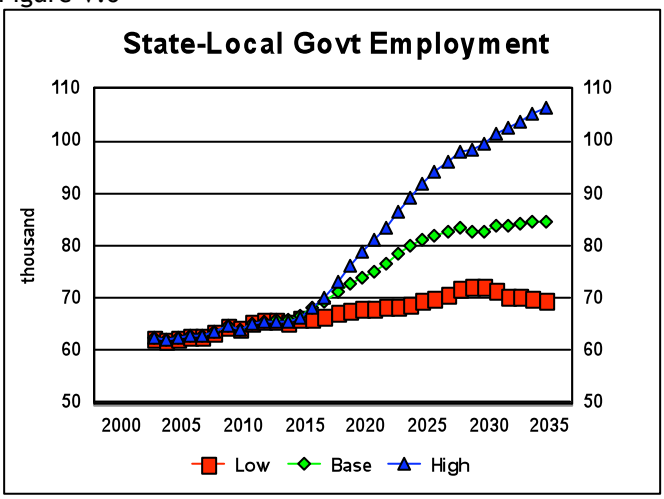

Differences in petroleum revenues and population are the primary factors behind differences among the CASES in the level of state General Fund expenditures.

Figure V.5



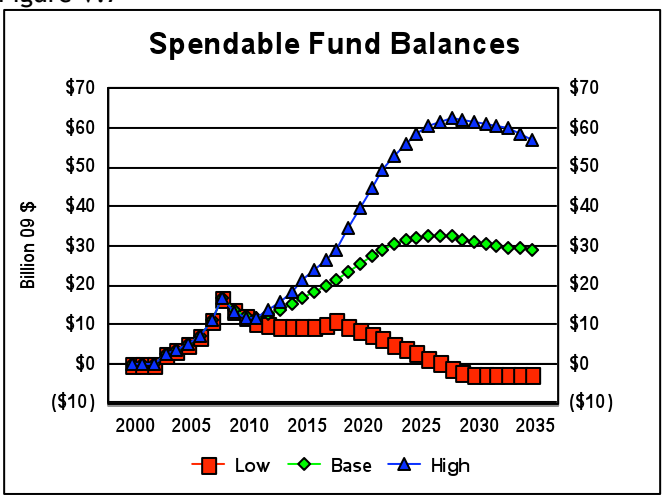

Differences in state General Fund expenditures account for most of the difference among the CASES in the level of state and local government employment, although non General Fund spending, including federal grants-in-aid, is also a determining factor.

Figure V.6



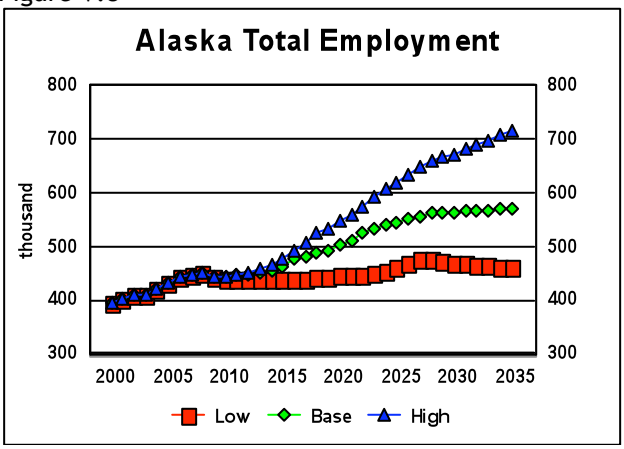

State government cash balances available for spending differ among the CASES because of the different revenue and expenditure patterns.

Figure V.7




Growth in total employment varies among the cases based on all the assumptions in each scenario.

Figure V.8

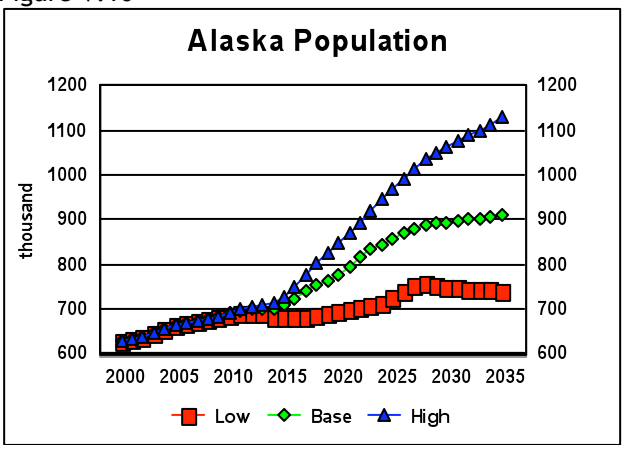



The increase in total employment from 2010 to 2035 varies from almost zero to over 250 thousand among the three CASES.

Figure V.9

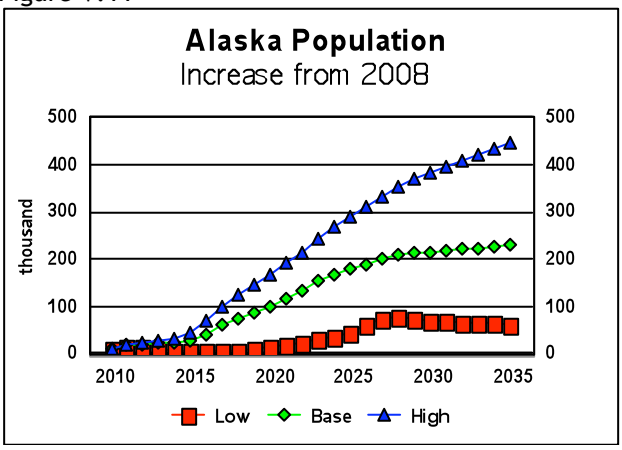

Population growth in the three CASES follows the pattern of employment growth.

Figure V.10




The population increase varies from about 50 thousand to about 450 thousand over the 25 year period from 2010 to 2035.

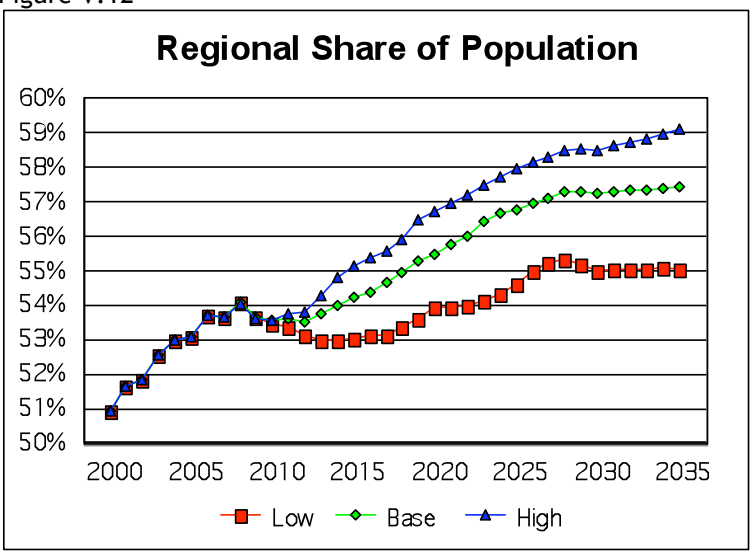
Figure V.11



**GREATER ANCHORAGE**

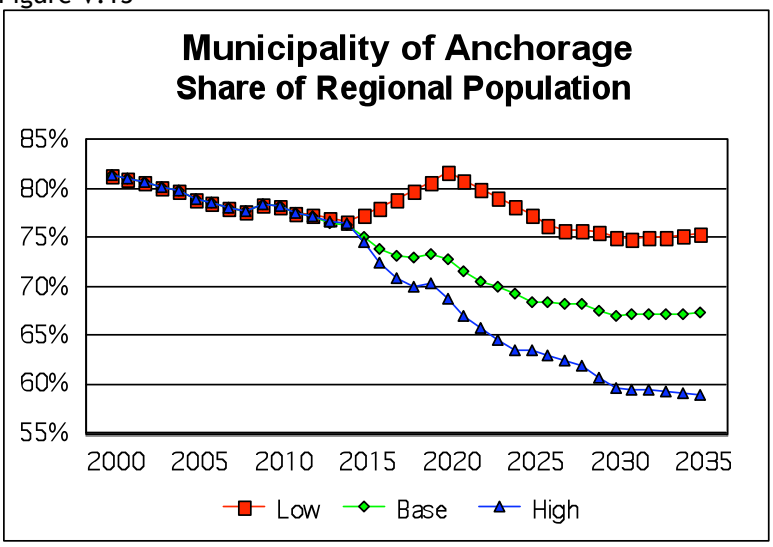
The Greater Anchorage share of total state population increases over time in all CASES, but the growth in the share is faster in the BASE and HIGH CASES.

Figure V.12



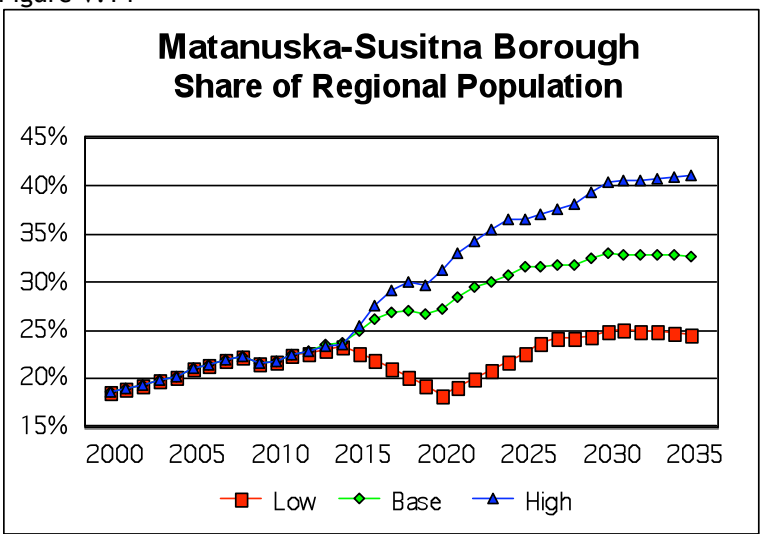

Within the Greater Anchorage region, the share of population located within the Municipality of Anchorage falls in the BASE and particularly in the HIGH CASE. In the LOW case the share remains constant in the long run.

Figure V.13



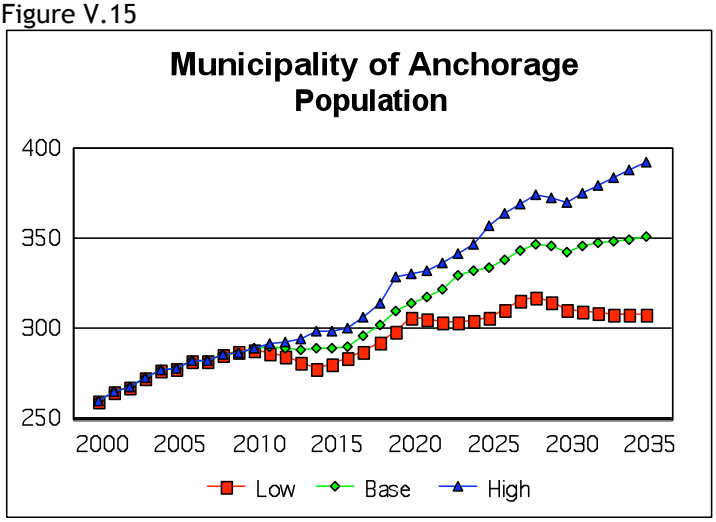

In contrast, the share of the Greater Anchorage population residing in the Matanuska-Susitna Borough (Matsu) increases in the BASE and HIGH CASES, and remains relatively constant in the LOW CASE.

Figure V.14




In spite of its falling regional share, the Anchorage population continues to grow in all three CASES.

Figure V.15



Population also grows in the Mat-Su Borough.

Figure V.16

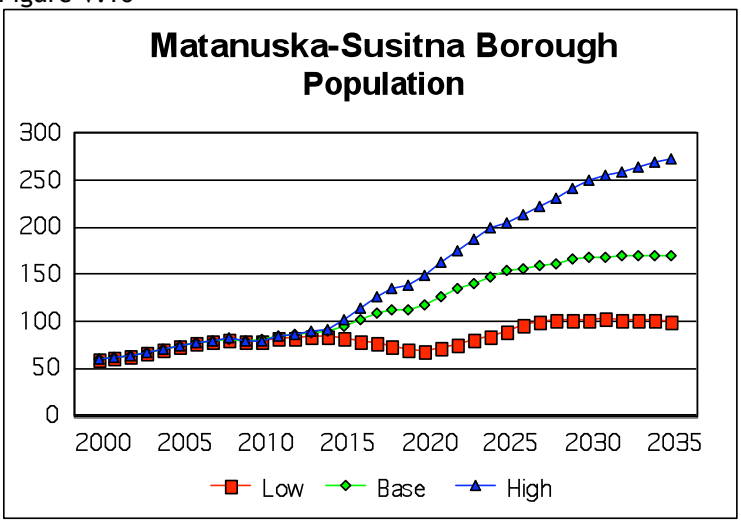
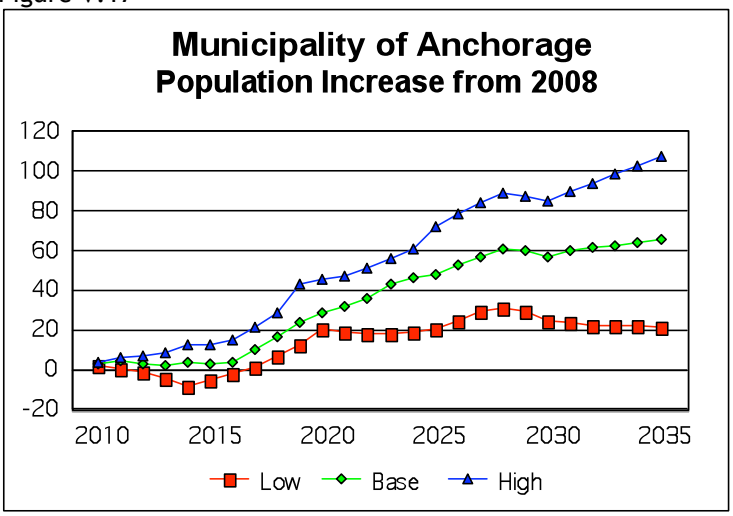


TABLE 1A. POPULATION SUMMARY
2009 HIGHWAY TO HIGHWAY PROJECT

| | LOW | | | BASE | | | HIGH | | |
|---|---|---|---|---|---|---|---|---|---|
| | STATE | ANCH | MATSU | STATE | ANCH | MATSU | STATE | ANCH | MATSU |
| 2000 | 627.5 | 260.3 | 59.3 | 627.5 | 260.3 | 59.3 | 627.5 | 260.3 | 59.3 |
| 2001 | 632.0 | 264.8 | 61.7 | 632.0 | 264.8 | 61.7 | 632.0 | 264.8 | 61.7 |
| 2002 | 640.2 | 267.7 | 64.3 | 640.2 | 267.7 | 64.3 | 640.2 | 267.7 | 64.3 |
| 2003 | 647.2 | 272.8 | 67.5 | 647.2 | 272.8 | 67.5 | 647.2 | 272.8 | 67.5 |
| 2004 | 656.6 | 277.5 | 70.4 | 656.6 | 277.5 | 70.4 | 656.6 | 277.5 | 70.4 |
| 2005 | 663.1 | 277.9 | 74.0 | 663.1 | 277.9 | 74.0 | 663.1 | 277.9 | 74.0 |
| 2006 | 669.7 | 282.7 | 77.1 | 669.7 | 282.7 | 77.1 | 669.7 | 282.7 | 77.1 |
| 2007 | 674.5 | 282.4 | 79.7 | 674.5 | 282.4 | 79.7 | 674.5 | 282.4 | 79.7 |
| 2008 | 679.7 | 286.1 | 81.6 | 679.7 | 286.0 | 81.7 | 679.7 | 285.5 | 82.0 |
| 2009 | 682.4 | 287.2 | 78.9 | 682.3 | 287.0 | 79.0 | 682.2 | 286.8 | 79.0 |
| 2010 | 688.5 | 288.2 | 79.8 | 690.1 | 289.2 | 80.3 | 689.9 | 289.3 | 80.2 |
| 2011 | 693.5 | 286.9 | 83.2 | 697.6 | 290.3 | 83.8 | 698.9 | 291.5 | 84.2 |
| 2012 | 693.4 | 285.0 | 83.5 | 700.0 | 289.0 | 85.5 | 703.4 | 292.3 | 86.3 |
| 2013 | 689.6 | 281.4 | 84.2 | 701.6 | 288.5 | 88.7 | 707.9 | 294.4 | 89.9 |
| 2014 | 684.3 | 277.9 | 84.6 | 702.6 | 289.4 | 90.0 | 712.4 | 298.4 | 91.9 |
| 2015 | 684.5 | 281.0 | 82.1 | 708.3 | 288.8 | 95.4 | 725.8 | 298.3 | 102.1 |
| 2016 | 684.9 | 284.2 | 79.7 | 721.8 | 290.1 | 102.5 | 749.7 | 300.4 | 114.7 |
| 2017 | 684.8 | 287.2 | 76.8 | 742.0 | 296.5 | 109.0 | 778.3 | 306.6 | 126.1 |
| 2018 | 687.2 | 292.9 | 73.9 | 753.9 | 302.5 | 111.9 | 804.8 | 314.6 | 135.2 |
| 2019 | 690.4 | 298.9 | 71.2 | 764.9 | 309.8 | 113.0 | 827.3 | 328.5 | 138.7 |
| 2020 | 695.3 | 306.4 | 68.6 | 778.2 | 314.5 | 117.2 | 847.7 | 330.9 | 149.8 |
| 2021 | 699.5 | 305.4 | 71.9 | 796.0 | 317.6 | 126.2 | 871.4 | 332.4 | 163.8 |
| 2022 | 704.1 | 304.3 | 76.1 | 815.3 | 322.0 | 134.7 | 895.3 | 336.5 | 175.7 |
| 2023 | 710.2 | 304.3 | 80.3 | 833.2 | 329.4 | 141.0 | 921.7 | 341.8 | 188.3 |
| 2024 | 716.3 | 304.8 | 84.5 | 845.9 | 332.3 | 147.0 | 946.8 | 346.6 | 199.9 |
| 2025 | 726.3 | 306.5 | 90.0 | 858.1 | 333.7 | 153.6 | 970.0 | 357.4 | 204.6 |
| 2026 | 741.3 | 311.0 | 96.5 | 869.5 | 338.6 | 156.7 | 992.8 | 364.1 | 213.4 |
| 2027 | 753.4 | 315.6 | 100.4 | 879.2 | 343.1 | 159.1 | 1014.2 | 369.6 | 221.8 |
| 2028 | 757.5 | 317.5 | 101.7 | 888.0 | 346.9 | 161.7 | 1034.4 | 374.3 | 230.6 |
| 2029 | 755.1 | 315.5 | 101.3 | 892.9 | 345.8 | 166.0 | 1049.7 | 372.8 | 241.9 |
| 2030 | 751.4 | 310.4 | 102.8 | 894.7 | 343.1 | 169.0 | 1061.2 | 370.3 | 250.6 |
| 2031 | 749.8 | 309.6 | 103.4 | 898.9 | 346.1 | 169.0 | 1075.6 | 375.5 | 255.0 |
| 2032 | 747.1 | 308.6 | 102.7 | 901.7 | 347.5 | 169.5 | 1088.4 | 379.6 | 259.5 |
| 2033 | 744.5 | 307.9 | 102.0 | 903.7 | 348.6 | 169.6 | 1100.8 | 383.8 | 263.6 |
| 2034 | 743.5 | 308.2 | 101.4 | 906.2 | 349.9 | 170.3 | 1114.3 | 388.1 | 268.8 |
| 2035 | 742.1 | 307.8 | 100.6 | 909.0 | 351.3 | 170.8 | 1128.5 | 393.0 | 273.8 |
| ANNUAL AVERAGE GROWTH RATE | | | | | | | | | |
| 2000-2010 | 0.93% | 1.03% | 3.01% | 0.95% | 1.06% | 3.08% | 0.95% | 1.06% | 3.08% |
| 2010-2020 | 0.10% | 0.61% | -1.50% | 1.21% | 0.84% | 3.85% | 2.08% | 1.35% | 6.44% |
| 2020-2030 | 0.78% | 0.13% | 4.12% | 1.41% | 0.87% | 3.73% | 2.27% | 1.13% | 5.28% |
| 2030-2035 | -0.25% | -0.17% | -0.43% | 0.32% | 0.48% | 0.22% | 1.24% | 1.20% | 1.79% |
| 2010-2035 | 0.30% | 0.28% | 0.93% | 1.11% | 0.78% | 3.06% | 1.99% | 1.23% | 5.03% |

The increase in population in Anchorage ranges from about 20 thousand in the LOW CASE to over 100 thousand in the HIGH CASE.

Figure V.17




The range is much broader for the Matsu Borough. Population growth in the LOW CASE is about 20 thousand and in the HIGH CASE it is nearly 200 thousand.

Figure V.18

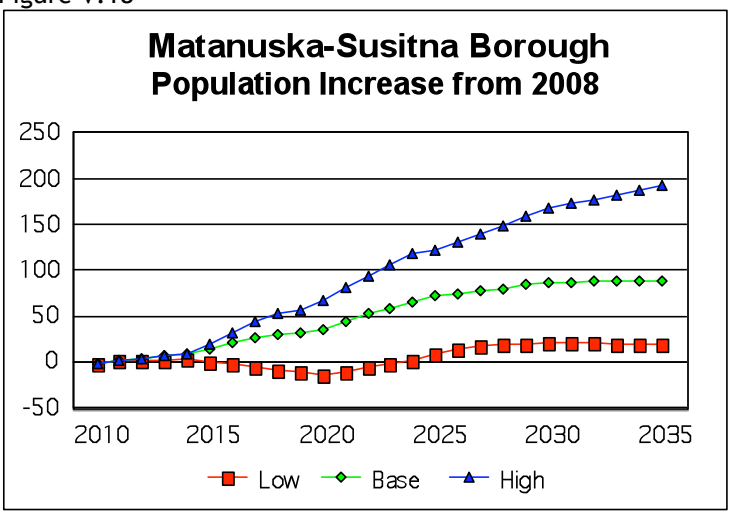
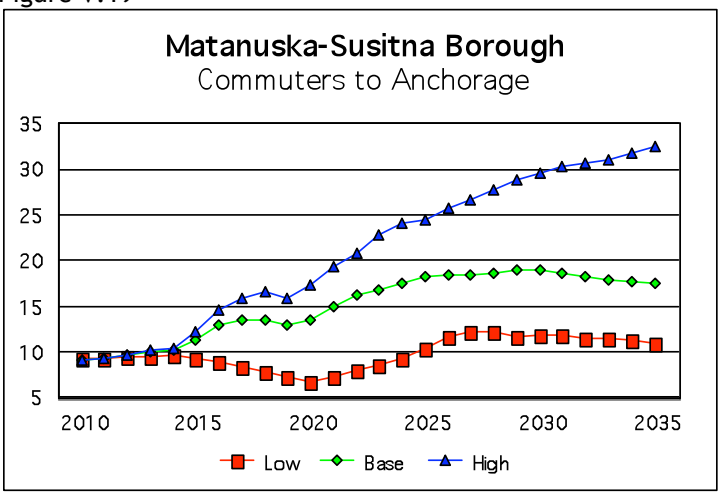


TABLE 1B. POPULATION GROWTH FROM 2008
2009 HIGHWAY TO HIGHWAY PROJECT

| | LOW | | | BASE | | | HIGH | | |
|---|---|---|---|---|---|---|---|---|---|
| | STATE | ANCH | MATSU | STATE | ANCH | MATSU | STATE | ANCH | MATSU |
| 2000 | | | | | | | | | |
| 2001 | | | | | | | | | |
| 2002 | | | | | | | | | |
| 2003 | | | | | | | | | |
| 2004 | | | | | | | | | |
| 2005 | | | | | | | | | |
| 2006 | | | | | | | | | |
| 2007 | | | | | | | | | |
| 2008 | | | | | | | | | |
| 2009 | 2.6 | 1.2 | -2.8 | 2.5 | 1.0 | -2.7 | 2.4 | 1.3 | -3.0 |
| 2010 | 8.8 | 2.2 | -1.8 | 10.3 | 3.1 | -1.3 | 10.2 | 3.8 | -1.8 |
| 2011 | 13.8 | 0.9 | 1.6 | 17.9 | 4.3 | 2.1 | 19.2 | 6.0 | 2.2 |
| 2012 | 13.6 | -1.0 | 1.9 | 20.3 | 3.0 | 3.9 | 23.7 | 6.8 | 4.3 |
| 2013 | 9.9 | -4.7 | 2.6 | 21.9 | 2.5 | 7.0 | 28.1 | 8.9 | 7.9 |
| 2014 | 4.6 | -8.1 | 3.0 | 22.9 | 3.4 | 8.3 | 32.6 | 12.9 | 9.9 |
| 2015 | 4.8 | -5.1 | 0.5 | 28.6 | 2.8 | 13.7 | 46.1 | 12.8 | 20.1 |
| 2016 | 5.2 | -1.8 | -2.0 | 42.1 | 4.1 | 20.8 | 69.9 | 14.9 | 32.7 |
| 2017 | 5.1 | 1.1 | -4.8 | 62.3 | 10.5 | 27.3 | 98.6 | 21.1 | 44.1 |
| 2018 | 7.5 | 6.8 | -7.7 | 74.1 | 16.5 | 30.2 | 125.0 | 29.1 | 53.2 |
| 2019 | 10.7 | 12.8 | -10.5 | 85.2 | 23.8 | 31.3 | 147.6 | 43.0 | 56.7 |
| 2020 | 15.6 | 20.3 | -13.0 | 98.5 | 28.5 | 35.5 | 168.0 | 45.5 | 67.8 |
| 2021 | 19.8 | 19.3 | -9.7 | 116.3 | 31.6 | 44.5 | 191.6 | 46.9 | 81.8 |
| 2022 | 24.4 | 18.2 | -5.5 | 135.6 | 36.0 | 53.0 | 215.6 | 51.0 | 93.7 |
| 2023 | 30.5 | 18.2 | -1.4 | 153.5 | 43.4 | 59.3 | 242.0 | 56.3 | 106.3 |
| 2024 | 36.6 | 18.7 | 2.8 | 166.2 | 46.2 | 65.3 | 267.1 | 61.1 | 117.9 |
| 2025 | 46.6 | 20.4 | 8.4 | 178.4 | 47.7 | 71.9 | 290.3 | 72.0 | 122.6 |
| 2026 | 61.6 | 25.0 | 14.9 | 189.8 | 52.6 | 75.1 | 313.1 | 78.6 | 131.4 |
| 2027 | 73.7 | 29.6 | 18.8 | 199.5 | 57.1 | 77.4 | 334.4 | 84.1 | 139.8 |
| 2028 | 77.8 | 31.5 | 20.0 | 208.3 | 60.9 | 80.1 | 354.7 | 88.8 | 148.6 |
| 2029 | 75.4 | 29.5 | 19.7 | 213.2 | 59.7 | 84.4 | 370.0 | 87.3 | 159.9 |
| 2030 | 71.7 | 24.3 | 21.1 | 215.0 | 57.0 | 87.3 | 381.5 | 84.8 | 168.6 |
| 2031 | 70.1 | 23.5 | 21.7 | 219.1 | 60.1 | 87.3 | 395.9 | 90.0 | 173.0 |
| 2032 | 67.4 | 22.6 | 21.0 | 222.0 | 61.5 | 87.8 | 408.7 | 94.1 | 177.5 |
| 2033 | 64.8 | 21.9 | 20.3 | 224.0 | 62.6 | 87.9 | 421.1 | 98.3 | 181.6 |
| 2034 | 63.8 | 22.2 | 19.8 | 226.5 | 63.9 | 88.6 | 434.6 | 102.6 | 186.8 |
| 2035 | 62.3 | 21.7 | 19.0 | 229.3 | 65.3 | 89.2 | 448.8 | 107.5 | 191.8 |

The concentration of population growth in the Matsu Borough in the BASE and HIGH CASES is due to the migration of jobs from Anchorage to the Matsu Borough and growth in the number of commuters who live in the Matsu Borough but work in Anchorage. The growth in the number of commuters is most pronounced in the HIGH CASE because the increase in the number of jobs in Anchorage is not matched by an equivalent increase in the local supply of labor. Commuter growth is required to balance the supply with demand. In the BASE CASE, slower employment growth in Anchorage means that the imbalance between the demand and supply of labor is less pronounced, so the commuter numbers are less. In the LOW CASE, the number of commuters grows very slowly since the job growth in Anchorage is very small.

Figure V.19




As a share of the Matsu resident workforce, the commuter population increases the most in the HIGH CASE but eventually stabilizes at about 25 percent when the growth in the Matsu labor demand and the "overflow" demand from Anchorage grow at the same rate. In the BASE CASE, the share also increases, but eventually trends downward as the growth in the demand for labor from within the Matsu Borough increases more rapidly than the "overflow" demand from Anchorage. Although the total number of commuters is lowest in the LOW CASE (particularly in the early years as the economy struggles to recover from the recession), the commuting share is eventually somewhat higher than in the BASE CASE. This is because jobs are not migrating from Anchorage to the Matsu Borough in this case. Consequently, the Matsu Borough retains more of the characteristics of a traditional suburban community.

Figure V.20

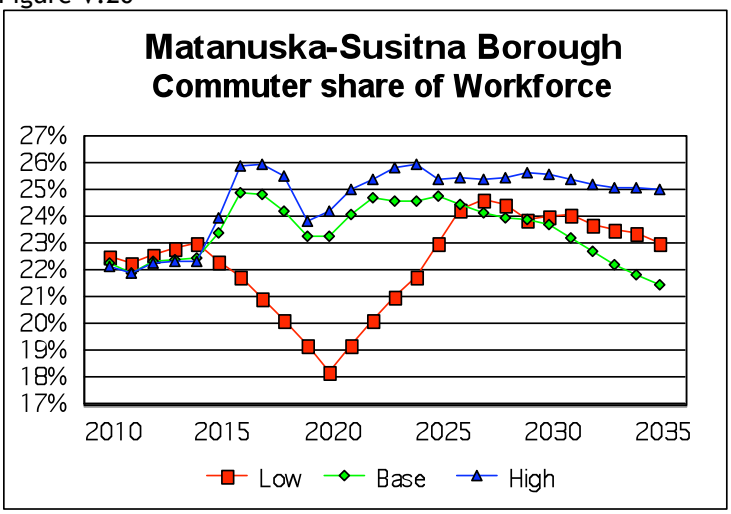


TABLE 1C. MATSU EMPLOYMENT BY PLACE OF RESIDENCE
2009 HIGHWAY TO HIGHWAY PROJECT

| | LOW | | | BASE | | | HIGH | | |
|---|---|---|---|---|---|---|---|---|---|
| | COMMUTE | TOTAL | COMMUTE SHARE | COMMUTE | TOTAL | COMMUTE SHARE | COMMUTE | TOTAL | COMMUTE SHARE |
| 2000 | | | | | | | | | |
| 2001 | | | | | | | | | |
| 2002 | | | | | | | | | |
| 2003 | | | | | | | | | |
| 2004 | | | | | | | | | |
| 2005 | | | | | | | | | |
| 2006 | 10.9 | 42.8 | 25.6% | 11.0 | 42.8 | 25.6% | 11.0 | 42.8 | 25.6% |
| 2007 | 10.3 | 42.2 | 24.4% | 10.3 | 42.1 | 24.4% | 10.3 | 42.2 | 24.4% |
| 2008 | 10.5 | 43.2 | 24.2% | 10.5 | 43.2 | 24.2% | 10.5 | 43.3 | 24.2% |
| 2009 | 9.5 | 41.5 | 22.9% | 9.4 | 41.5 | 22.7% | 9.4 | 41.5 | 22.6% |
| 2010 | 9.2 | 40.9 | 22.5% | 9.2 | 41.3 | 22.3% | 9.2 | 41.3 | 22.2% |
| 2011 | 9.3 | 41.9 | 22.3% | 9.3 | 42.5 | 21.9% | 9.4 | 42.8 | 21.9% |
| 2012 | 9.4 | 41.8 | 22.6% | 9.6 | 43.2 | 22.3% | 9.7 | 43.7 | 22.3% |
| 2013 | 9.6 | 41.9 | 22.8% | 10.0 | 44.6 | 22.4% | 10.1 | 45.4 | 22.3% |
| 2014 | 9.7 | 42.1 | 23.0% | 10.2 | 45.6 | 22.5% | 10.4 | 46.8 | 22.3% |
| 2015 | 9.3 | 41.4 | 22.3% | 11.3 | 48.1 | 23.4% | 12.2 | 50.8 | 24.0% |
| 2016 | 8.8 | 40.6 | 21.8% | 12.9 | 51.7 | 24.9% | 14.5 | 56.2 | 25.9% |
| 2017 | 8.3 | 39.7 | 21.0% | 13.4 | 54.1 | 24.8% | 15.8 | 60.8 | 26.0% |
| 2018 | 7.9 | 39.2 | 20.2% | 13.4 | 55.4 | 24.2% | 16.6 | 65.1 | 25.6% |
| 2019 | 7.4 | 38.3 | 19.2% | 13.0 | 55.9 | 23.3% | 15.9 | 66.6 | 23.8% |
| 2020 | 6.8 | 37.5 | 18.2% | 13.5 | 58.2 | 23.3% | 17.3 | 71.5 | 24.2% |
| 2021 | 7.4 | 38.4 | 19.2% | 14.9 | 61.9 | 24.1% | 19.3 | 77.0 | 25.0% |
| 2022 | 8.0 | 39.7 | 20.2% | 16.3 | 65.8 | 24.7% | 20.9 | 82.2 | 25.4% |
| 2023 | 8.6 | 41.2 | 21.0% | 16.8 | 68.6 | 24.6% | 22.8 | 88.1 | 25.8% |
| 2024 | 9.3 | 42.7 | 21.8% | 17.5 | 71.0 | 24.6% | 24.2 | 93.1 | 26.0% |
| 2025 | 10.4 | 45.1 | 23.0% | 18.3 | 73.8 | 24.8% | 24.5 | 96.3 | 25.4% |
| 2026 | 11.7 | 48.1 | 24.3% | 18.5 | 75.4 | 24.5% | 25.7 | 100.8 | 25.5% |
| 2027 | 12.2 | 49.5 | 24.6% | 18.5 | 76.7 | 24.1% | 26.6 | 104.8 | 25.4% |
| 2028 | 12.2 | 49.9 | 24.4% | 18.7 | 78.0 | 23.9% | 27.7 | 109.0 | 25.4% |
| 2029 | 11.7 | 49.0 | 23.9% | 18.9 | 79.0 | 23.9% | 28.9 | 112.9 | 25.6% |
| 2030 | 11.8 | 49.3 | 24.0% | 18.9 | 79.8 | 23.7% | 29.7 | 116.0 | 25.6% |
| 2031 | 11.9 | 49.3 | 24.1% | 18.7 | 80.4 | 23.2% | 30.3 | 119.2 | 25.4% |
| 2032 | 11.6 | 48.7 | 23.7% | 18.3 | 80.5 | 22.7% | 30.6 | 121.3 | 25.2% |
| 2033 | 11.4 | 48.4 | 23.6% | 17.9 | 80.6 | 22.2% | 31.1 | 123.7 | 25.1% |
| 2034 | 11.3 | 48.2 | 23.4% | 17.7 | 81.1 | 21.9% | 31.8 | 126.7 | 25.1% |
| 2035 | 11.0 | 47.7 | 23.1% | 17.5 | 81.5 | 21.5% | 32.5 | 129.7 | 25.0% |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 2000-2010 | ERR | ERR | ERR | ERR | ERR | ERR | ERR | ERR | ERR |
| 2010-2020 | -2.96% | -0.87% | -2.12% | 3.95% | 3.49% | 0.44% | 6.59% | 5.65% | 0.89% |
| 2020-2030 | 5.67% | 2.78% | 2.82% | 3.40% | 3.21% | 0.18% | 5.52% | 4.96% | 0.53% |
| 2030-2035 | -1.44% | -0.62% | -0.83% | -1.55% | 0.42% | -1.96% | 1.83% | 2.26% | -0.42% |
| | | | | | | | | | |
| 2010-2035 | 0.72% | 0.62% | 0.09% | 2.61% | 2.76% | -0.15% | 5.20% | 4.69% | 0.48% |

Growth in the number of households follows that of population.

TABLE 1D. HOUSEHOLD SUMMARY
2009 HIGHWAY TO HIGHWAY PROJECT

| | LOW | | | BASE | | | HIGH | | |
|---|---|---|---|---|---|---|---|---|---|
| | STATE | ANCH | MATSU | STATE | ANCH | MATSU | STATE | ANCH | MATSU |
| 2000 | 221.6 | | | 221.6 | | | 221.6 | | |
| 2001 | 224.2 | | | 224.2 | | | 224.2 | | |
| 2002 | 228.2 | | | 228.2 | | | 228.2 | | |
| 2003 | 229.7 | 100.1 | 23.5 | 229.7 | 100.1 | 23.5 | 229.7 | 100.1 | 23.5 |
| 2004 | 232.1 | 101.5 | 24.4 | 232.1 | 101.5 | 24.4 | 232.1 | 101.5 | 24.4 |
| 2005 | 234.8 | 101.8 | 25.7 | 234.8 | 101.8 | 25.7 | 234.8 | 101.8 | 25.7 |
| 2006 | 237.5 | 103.6 | 26.8 | 237.5 | 103.6 | 26.8 | 237.5 | 103.6 | 26.8 |
| 2007 | 238.1 | 103.1 | 27.6 | 238.1 | 103.1 | 27.6 | 238.1 | 103.1 | 27.6 |
| 2008 | 242.7 | 105.6 | 28.6 | 242.7 | 105.6 | 28.6 | 242.7 | 105.4 | 28.7 |
| 2009 | 248.3 | 108.1 | 28.1 | 248.2 | 108.1 | 28.2 | 248.2 | 108.0 | 28.2 |
| 2010 | 251.3 | 108.9 | 28.6 | 251.8 | 109.2 | 28.8 | 251.7 | 109.2 | 28.7 |
| 2011 | 253.9 | 108.7 | 29.9 | 255.2 | 109.9 | 30.1 | 255.7 | 110.4 | 30.2 |
| 2012 | 254.6 | 108.3 | 30.1 | 256.7 | 109.7 | 30.8 | 258.0 | 110.9 | 31.1 |
| 2013 | 254.0 | 107.3 | 30.5 | 258.0 | 109.8 | 32.0 | 260.3 | 112.0 | 32.5 |
| 2014 | 252.8 | 106.3 | 30.7 | 259.0 | 110.4 | 32.6 | 262.6 | 113.8 | 33.3 |
| 2015 | 253.5 | 107.7 | 29.9 | 261.6 | 110.3 | 34.6 | 267.9 | 113.9 | 37.0 |
| 2016 | 254.1 | 109.2 | 29.0 | 266.9 | 110.9 | 37.2 | 276.8 | 114.6 | 41.6 |
| 2017 | 254.6 | 110.6 | 28.0 | 274.4 | 113.4 | 39.6 | 287.4 | 117.0 | 45.8 |
| 2018 | 255.9 | 112.9 | 27.0 | 279.1 | 115.8 | 40.7 | 297.2 | 120.1 | 49.1 |
| 2019 | 257.5 | 115.4 | 26.0 | 283.5 | 118.7 | 41.1 | 305.7 | 125.4 | 50.3 |
| 2020 | 259.6 | 118.4 | 25.1 | 288.6 | 120.6 | 42.7 | 313.4 | 126.4 | 54.4 |
| 2021 | 261.5 | 118.2 | 26.3 | 295.4 | 121.8 | 46.0 | 322.4 | 127.0 | 59.5 |
| 2022 | 263.5 | 117.9 | 27.9 | 302.6 | 123.5 | 49.1 | 331.4 | 128.6 | 63.9 |
| 2023 | 265.9 | 117.9 | 29.5 | 309.3 | 126.3 | 51.4 | 341.2 | 130.6 | 68.5 |
| 2024 | 268.4 | 118.2 | 31.0 | 314.3 | 127.5 | 53.6 | 350.7 | 132.5 | 72.7 |
| 2025 | 272.2 | 118.8 | 33.1 | 319.0 | 128.2 | 56.1 | 359.4 | 136.7 | 74.4 |
| 2026 | 277.6 | 120.5 | 35.5 | 323.5 | 130.1 | 57.2 | 368.1 | 139.4 | 77.6 |
| 2027 | 282.0 | 122.2 | 36.9 | 327.4 | 132.0 | 58.1 | 376.3 | 141.6 | 80.7 |
| 2028 | 283.8 | 123.0 | 37.4 | 331.1 | 133.5 | 59.2 | 384.2 | 143.5 | 84.0 |
| 2029 | 283.3 | 122.5 | 37.3 | 333.3 | 133.3 | 60.8 | 390.3 | 143.1 | 88.3 |
| 2030 | 282.3 | 120.6 | 37.9 | 334.5 | 132.4 | 62.0 | 395.2 | 142.3 | 91.6 |
| 2031 | 282.0 | 120.5 | 38.2 | 336.5 | 133.8 | 62.1 | 401.1 | 144.5 | 93.3 |
| 2032 | 281.4 | 120.3 | 38.0 | 338.1 | 134.5 | 62.3 | 406.4 | 146.3 | 95.1 |
| 2033 | 280.8 | 120.2 | 37.8 | 339.4 | 135.1 | 62.5 | 411.7 | 148.1 | 96.7 |
| 2034 | 280.7 | 120.4 | 37.6 | 340.8 | 135.9 | 62.8 | 417.4 | 150.0 | 98.7 |
| 2035 | 280.6 | 120.4 | 37.4 | 342.4 | 136.6 | 63.1 | 423.3 | 152.1 | 100.7 |
| ANNUAL AVERAGE GROWTH RATE | | | | | | | | | |
| 2000-2010 | 1.27% | ERR | ERR | 1.29% | ERR | ERR | 1.28% | ERR | ERR |
| 2010-2020 | 0.33% | 0.84% | -1.32% | 1.36% | 1.00% | 4.02% | 2.22% | 1.47% | 6.59% |
| 2020-2030 | 0.84% | 0.19% | 4.23% | 1.48% | 0.94% | 3.81% | 2.34% | 1.20% | 5.36% |
| 2030-2035 | -0.12% | -0.04% | -0.30% | 0.47% | 0.63% | 0.36% | 1.38% | 1.34% | 1.91% |
| 2010-2035 | 0.44% | 0.40% | 1.07% | 1.24% | 0.90% | 3.19% | 2.10% | 1.33% | 5.15% |

Growth in total employment (wage and salary workers, active duty military, and the self employed) in the Greater Anchorage region is somewhat less concentrated in the Matsu than is the growth in population.

TABLE 1E. TOTAL EMPLOYMENT SUMMARY
2009 HIGHWAY TO HIGHWAY PROJECT

| | LOW | | | BASE | | | HIGH | | |
|---|---|---|---|---|---|---|---|---|---|
| | STATE | ANCH | MATSU | STATE | ANCH | MATSU | STATE | ANCH | MATSU |
| 2000 | 395.0 | 179.6 | 21.2 | 395.0 | 179.6 | 21.2 | 395.0 | 179.6 | 21.2 |
| 2001 | 401.6 | 181.8 | 23.2 | 401.6 | 181.8 | 23.2 | 401.6 | 181.8 | 23.2 |
| 2002 | 411.3 | 185.6 | 25.1 | 411.3 | 185.6 | 25.1 | 411.3 | 185.6 | 25.1 |
| 2003 | 410.9 | 186.8 | 25.7 | 410.9 | 186.8 | 25.7 | 410.9 | 186.8 | 25.7 |
| 2004 | 421.4 | 190.2 | 27.8 | 421.4 | 190.2 | 27.8 | 421.4 | 190.2 | 27.8 |
| 2005 | 430.9 | 193.6 | 29.7 | 430.9 | 193.6 | 29.7 | 430.9 | 193.6 | 29.7 |
| 2006 | 443.3 | 198.4 | 30.7 | 443.3 | 198.4 | 30.7 | 443.3 | 198.4 | 30.7 |
| 2007 | 446.3 | 200.5 | 31.9 | 446.3 | 200.5 | 31.9 | 446.3 | 200.5 | 31.9 |
| 2008 | 452.4 | 204.2 | 32.8 | 452.4 | 204.2 | 32.8 | 452.4 | 204.2 | 32.8 |
| 2009 | 445.5 | 201.3 | 32.0 | 445.4 | 201.1 | 32.1 | 445.3 | 201.0 | 32.1 |
| 2010 | 440.1 | 198.7 | 31.7 | 442.5 | 199.5 | 32.1 | 442.4 | 199.4 | 32.1 |
| 2011 | 441.5 | 198.6 | 32.5 | 446.2 | 200.3 | 33.2 | 448.1 | 200.9 | 33.4 |
| 2012 | 441.0 | 197.9 | 32.4 | 447.8 | 200.5 | 33.5 | 451.7 | 201.9 | 34.0 |
| 2013 | 439.8 | 197.1 | 32.4 | 452.2 | 201.9 | 34.6 | 458.5 | 204.3 | 35.3 |
| 2014 | 439.1 | 196.7 | 32.4 | 456.4 | 203.6 | 35.3 | 465.4 | 207.3 | 36.3 |
| 2015 | 440.2 | 197.3 | 32.2 | 463.5 | 205.9 | 36.8 | 475.9 | 210.7 | 38.6 |
| 2016 | 440.2 | 197.5 | 31.8 | 475.4 | 208.9 | 38.8 | 492.4 | 215.3 | 41.6 |
| 2017 | 440.2 | 197.8 | 31.4 | 482.7 | 211.4 | 40.6 | 507.4 | 219.9 | 45.0 |
| 2018 | 443.6 | 199.5 | 31.3 | 488.6 | 214.1 | 42.0 | 524.0 | 225.6 | 48.5 |
| 2019 | 444.9 | 200.6 | 31.0 | 492.1 | 216.4 | 42.9 | 532.3 | 230.7 | 50.7 |
| 2020 | 445.7 | 201.8 | 30.6 | 501.7 | 219.8 | 44.6 | 547.0 | 236.0 | 54.2 |
| 2021 | 446.5 | 201.9 | 31.0 | 511.7 | 223.2 | 47.0 | 560.4 | 240.3 | 57.7 |
| 2022 | 448.1 | 202.2 | 31.7 | 524.1 | 227.0 | 49.6 | 575.0 | 245.0 | 61.3 |
| 2023 | 451.0 | 203.0 | 32.5 | 532.7 | 230.8 | 51.7 | 592.5 | 250.9 | 65.4 |
| 2024 | 454.0 | 204.0 | 33.4 | 539.1 | 233.5 | 53.6 | 606.4 | 255.7 | 69.0 |
| 2025 | 462.3 | 206.6 | 34.8 | 546.1 | 235.8 | 55.5 | 620.3 | 261.2 | 71.9 |
| 2026 | 471.6 | 209.5 | 36.4 | 552.0 | 238.0 | 57.0 | 634.6 | 266.4 | 75.1 |
| 2027 | 476.6 | 211.3 | 37.3 | 556.9 | 240.0 | 58.2 | 647.2 | 271.0 | 78.2 |
| 2028 | 477.5 | 212.2 | 37.7 | 561.7 | 241.8 | 59.3 | 659.7 | 275.2 | 81.3 |
| 2029 | 471.8 | 210.8 | 37.3 | 561.9 | 241.3 | 60.1 | 666.2 | 276.5 | 83.9 |
| 2030 | 469.7 | 209.9 | 37.4 | 561.9 | 240.7 | 60.9 | 672.0 | 277.7 | 86.4 |
| 2031 | 468.6 | 209.5 | 37.4 | 565.9 | 242.1 | 61.8 | 683.2 | 281.8 | 88.9 |
| 2032 | 465.6 | 208.5 | 37.1 | 566.2 | 242.0 | 62.2 | 690.0 | 284.4 | 90.7 |
| 2033 | 464.5 | 208.1 | 37.0 | 567.3 | 242.3 | 62.7 | 698.2 | 287.5 | 92.7 |
| 2034 | 464.0 | 208.0 | 36.9 | 569.1 | 242.7 | 63.3 | 707.6 | 290.9 | 94.9 |
| 2035 | 462.4 | 207.5 | 36.7 | 571.1 | 243.1 | 64.0 | 717.6 | 294.6 | 97.3 |
| ANNUAL AVERAGE GROWTH RATE | | | | | | | | | |
| 2000-2010 | 1.09% | 1.02% | 4.10% | 1.14% | 1.06% | 4.23% | 1.14% | 1.05% | 4.25% |
| 2010-2020 | 0.13% | 0.16% | -0.33% | 1.26% | 0.98% | 3.36% | 2.14% | 1.70% | 5.37% |
| 2020-2030 | 0.53% | 0.39% | 2.02% | 1.14% | 0.91% | 3.16% | 2.08% | 1.64% | 4.77% |
| 2030-2035 | -0.31% | -0.23% | -0.37% | 0.33% | 0.20% | 1.00% | 1.32% | 1.19% | 2.41% |
| 2010-2035 | 0.20% | 0.17% | 0.60% | 1.03% | 0.79% | 2.80% | 1.95% | 1.57% | 4.53% |

Growth in wage and salary employment is also somewhat less concentrated in the Matsu than is population.

TABLE 1F. WAGE AND SALARY EMPLOYMENT SUMMARY
2009 HIGHWAY TO HIGHWAY PROJECT

| | LOW | | | BASE | | | HIGH | | |
|---|---|---|---|---|---|---|---|---|---|
| | STATE | ANCH | MATSU | STATE | ANCH | MATSU | STATE | ANCH | MATSU |
| 2000 | 280.7 | 130.9 | 12.4 | 280.7 | 130.9 | 12.4 | 280.7 | 130.9 | 12.4 |
| 2001 | 287.9 | 134.9 | 12.9 | 287.9 | 134.9 | 12.9 | 287.9 | 134.9 | 12.9 |
| 2002 | 292.3 | 137.9 | 13.9 | 292.3 | 137.9 | 13.9 | 292.3 | 137.9 | 13.9 |
| 2003 | 296.9 | 140.4 | 13.8 | 296.9 | 140.4 | 13.8 | 296.9 | 140.4 | 13.8 |
| 2004 | 301.4 | 142.0 | 15.1 | 301.4 | 142.0 | 15.1 | 301.4 | 142.0 | 15.1 |
| 2005 | 307.8 | 143.4 | 16.8 | 307.8 | 143.4 | 16.8 | 307.8 | 143.4 | 16.8 |
| 2006 | 314.1 | 146.3 | 17.2 | 314.1 | 146.3 | 17.2 | 314.1 | 146.3 | 17.2 |
| 2007 | 317.2 | 148.4 | 18.5 | 317.2 | 148.4 | 18.5 | 317.2 | 148.4 | 18.5 |
| 2008 | 321.8 | 151.5 | 19.2 | 321.8 | 151.5 | 19.2 | 321.8 | 151.5 | 19.2 |
| 2009 | 316.6 | 149.3 | 18.6 | 316.5 | 149.1 | 18.7 | 316.4 | 149.0 | 18.7 |
| 2010 | 312.8 | 147.3 | 18.4 | 314.1 | 147.6 | 18.8 | 314.0 | 147.5 | 18.8 |
| 2011 | 314.1 | 147.2 | 19.3 | 316.6 | 147.9 | 19.8 | 318.0 | 148.3 | 20.0 |
| 2012 | 314.0 | 146.7 | 19.2 | 317.5 | 147.8 | 20.0 | 320.4 | 148.8 | 20.3 |
| 2013 | 313.4 | 146.2 | 19.2 | 320.5 | 148.6 | 21.0 | 325.3 | 150.4 | 21.5 |
| 2014 | 313.1 | 145.9 | 19.2 | 323.5 | 149.8 | 21.6 | 330.2 | 152.5 | 22.3 |
| 2015 | 314.2 | 146.6 | 19.0 | 328.8 | 151.4 | 22.8 | 337.8 | 154.8 | 24.2 |
| 2016 | 314.4 | 146.9 | 18.6 | 337.7 | 153.2 | 24.4 | 349.8 | 157.6 | 26.7 |
| 2017 | 314.7 | 147.3 | 18.2 | 343.2 | 155.0 | 26.0 | 360.7 | 160.5 | 29.5 |
| 2018 | 317.5 | 148.9 | 18.0 | 347.6 | 157.1 | 27.2 | 372.8 | 164.4 | 32.5 |
| 2019 | 318.7 | 150.0 | 17.7 | 350.2 | 159.0 | 27.9 | 378.6 | 168.4 | 34.4 |
| 2020 | 319.6 | 151.2 | 17.3 | 357.3 | 161.5 | 29.4 | 389.1 | 172.1 | 37.4 |
| 2021 | 320.4 | 151.4 | 17.7 | 364.8 | 163.9 | 31.4 | 398.9 | 175.0 | 40.5 |
| 2022 | 321.8 | 151.6 | 18.4 | 373.9 | 166.4 | 33.6 | 409.6 | 178.2 | 43.5 |
| 2023 | 324.3 | 152.3 | 19.1 | 380.3 | 169.3 | 35.4 | 422.5 | 182.1 | 47.0 |
| 2024 | 326.8 | 153.1 | 19.8 | 385.0 | 171.3 | 37.1 | 432.5 | 185.5 | 50.1 |
| 2025 | 333.2 | 155.0 | 21.0 | 390.2 | 172.9 | 38.8 | 442.6 | 189.5 | 52.5 |
| 2026 | 340.5 | 157.0 | 22.3 | 394.5 | 174.5 | 40.0 | 453.0 | 193.1 | 55.2 |
| 2027 | 344.4 | 158.5 | 23.1 | 398.1 | 176.0 | 41.1 | 462.1 | 196.3 | 57.9 |
| 2028 | 345.3 | 159.4 | 23.5 | 401.7 | 177.3 | 42.1 | 471.0 | 199.2 | 60.6 |
| 2029 | 341.3 | 158.7 | 23.3 | 401.8 | 176.7 | 42.9 | 475.7 | 199.7 | 63.0 |
| 2030 | 339.9 | 158.1 | 23.5 | 401.8 | 176.1 | 43.6 | 479.9 | 200.3 | 65.2 |
| 2031 | 339.3 | 158.0 | 23.5 | 404.7 | 177.1 | 44.4 | 487.9 | 203.1 | 67.3 |
| 2032 | 337.3 | 157.4 | 23.3 | 404.9 | 177.0 | 44.8 | 492.8 | 204.9 | 68.9 |
| 2033 | 336.7 | 157.2 | 23.2 | 405.8 | 177.1 | 45.3 | 498.6 | 207.1 | 70.5 |
| 2034 | 336.5 | 157.2 | 23.2 | 407.1 | 177.3 | 45.8 | 505.3 | 209.5 | 72.4 |
| 2035 | 335.5 | 157.0 | 23.0 | 408.5 | 177.6 | 46.4 | 512.4 | 212.0 | 74.4 |
| ANNUAL AVERAGE GROWTH RATE | | | | | | | | | |
| 2000-2010 | 1.09% | 1.19% | 4.09% | 1.13% | 1.21% | 4.26% | 1.13% | 1.20% | 4.29% |
| 2010-2020 | 0.21% | 0.26% | -0.61% | 1.30% | 0.90% | 4.59% | 2.17% | 1.55% | 7.10% |
| 2020-2030 | 0.62% | 0.45% | 3.06% | 1.18% | 0.87% | 4.04% | 2.12% | 1.53% | 5.72% |
| 2030-2035 | -0.26% | -0.14% | -0.35% | 0.33% | 0.17% | 1.24% | 1.32% | 1.15% | 2.69% |
| 2010-2035 | 0.28% | 0.26% | 0.89% | 1.06% | 0.74% | 3.69% | 1.98% | 1.46% | 5.65% |

# VI. COMPARISON OF CURRENT PROJECTIONS WITH 2005 KABATA PROJECTIONS

## Statewide

The population growth rate from 2005 to 2030 in the KABATA Study completed in 2005 was 1.36 percent per year. This is slightly higher than the average over the same period for the 2009 H2H BASE CASE—1.21 percent. The 2005 population figure is also slightly lower in the H2H BASE CASE than the KABATA study.

Population growth is driven primarily by the growth in the number of jobs. The growth rate of jobs is almost the same in the two studies although the time pattern of growth differs.

- The 2009 H2H BASE CASE economic development scenario assumes slightly higher basic employment (including government). In particular, petroleum employment and active duty military are higher.
- The support employment growth generated in response to the basic employment growth is slightly lower in the 2009 H2H study due to the assumption of slower growth in the real wage compared to the 2005 projection. This revised assumption better reflects actual historical experience and expectations about growth in the national economy.
- Adding together basic and support employment, the growth rate of total employment in the 2009 H2H case is slightly higher, at 1.07 percent, than the 2005 case, which was .95 percent per year. Wage and salary employment growth (excluding active duty military and the self employed) is identical between the KABATA and the H2H cases.

The increase in population associated with each new job occurs at a slower rate in the 2009 H2H projection for a number of reasons.

- Some of the job growth, in particular in the petroleum sector, has a large non-resident component. When a new job goes to a non-resident, the Alaska population does not increase.
- Some of the job growth, in particular the active duty military, has a small population impact because many of the soldiers come to Alaska without dependents.
- The labor force participation rate which is based on the age, sex, and race composition of the population, has been trending upward in recent years. An upward adjustment has been incorporated into the 2009 H2H projections to reflect this trend. As a result, the number of new jobs that can be filled by current residents without adding to the population through in migration has increased.
- The unemployment rate has been adjusted downward slightly in the H2H projections to reflect recent historical experience. This means that the balance between jobs and the labor force will be in equilibrium at a slightly lower level.

In the 2005 KABATA study, the ratio of population to employment increased from 1.52 in 2005 to 1.68 in 2030, suggesting a rapid increase over time in the ratio of dependents (Alaskans not in the work force) to workers. In the 2009 H2H study this ratio also increases, but with a more modest trend that is more reasonable based on the projected increases in children, seniors, and non working adults.

## Greater Anchorage (Anchorage Municipality and the Matanuska-Susitna Borough)

The average growth rates for both wage and salary and total employment in Greater Anchorage are almost identical between the 2005 KABATA and the 2009 H2H projections. This is the result of two offsetting factors.

First, a larger number of basic sector or economic driver jobs are assumed to be located outside the Greater Anchorage region in the 2009 H2H projections. In addition, the higher petroleum revenues in the H2H projection result in a larger number of state and local government jobs than in the 2005 KABATA study. These jobs tend to be distributed throughout the state.

Offsetting this is a slightly higher share of statewide support employment growth allocated to Greater Anchorage in the 2009 H2H study.

The relationship between population growth and employment growth in the region follows that of the state in that the growth rate in population in the Greater Anchorage region in the 2009 H2H projection is slightly slower than the 2005 KABATA projection.

## Anchorage vs. Matanuska Susitna Borough Split

Anchorage population growth is more rapid and Matanuska Susitna Borough population growth is slower in the 2009 H2H projection compared to the 2005 KABAKTA projection for several reasons.

- A larger share of the additional basic job growth, mostly military, is concentrated in Anchorage relative to Matanuska Susitna Borough in the 2009 H2H projection.
- The Knik Arm bridge construction occurs later in the 2009 H2H projection. This delays the movement of basic jobs out of Anchorage and the rate of growth in the number of commuters who live in the Matanuska-Susitna Borough but work in Anchorage.
- The assumption about the number of jobs that shift out of Anchorage to the Matanuska-Susitna Borough each year has been reduced based on recent historical experience.

Table 1 compares the early year population estimates for the Municipality of Anchorage and the Matanuska Susitna Borough from the 2005 KABATA and 2009 H2H studies and highlights two differences in the projections.

1. 2005 KABATA: Rapid acceleration in population growth in the Matanuska Susitna Borough in the KABATA projection starting in 2009. This is the result of the assumptions of the construction of the Knik Arm bridge beginning in 2007 and a shift in employment to the Matanuska Susitna Borough beginning prior to its completion.
2. 2009 H2H: The national recession begins to adversely impact employment and population early in 2009. The assumption is that both Anchorage and the Matanuska-Susitna Borough experience employment reductions in 2009 and 2010, and that the impact on population growth will be less severe in Anchorage. In migrants from outside the state seeking work will keep the Anchorage population increasing through the recession whereas in the Matanuska Susitna Borough, employment declines will result in an essentially flat population for at least 2 years.

## Table VI.1 Population Estimates from two MAP Projections (000)

| | 2009 Highway to Highway | | 2005 KABATA | |
|---|---|---|---|---|
| | Matsu | Anchorage | Matsu | Anchorage |
| **2000** | 59.3 | 260.3 | 59.3 | 260.3 |
| **2001** | 61.7 | 264.8 | 61.7 | 264.8 |
| **2002** | 64.3 | 267.7 | 64.3 | 268.7 |
| **2003** | 67.5 | 272.8 | 67.5 | 273.6 |
| **2004** | 70.4 | 277.5 | 70.3 | 277.9 |
| **2005** | 74.0 | 277.9 | 272.7 | 285.7 |
| **2006** | 77.1 | 282.7 | 75.1 | 288.7 |
| **2007** | 79.7 | 282.4 | 78.5 | 291.7 |
| **2008** | 81.7 | 286.0 | 83.0 | 294.6 |
| **2009** | 79.0 | 287.0 | 89.7 | 295.4 |
| **2010** | 80.3 | 289.2 | 96.0 | 297.3 |

The different population growth projections from the BASE CASE of the 2005 KABATA study and the 2009 H2H study are shown in these next figures. The distribution of population is primarily sensitive to three assumptions:

- Number of jobs that shift out of Anchorage to the Matanuska Susitna Borough
- Number of commuters who live in Matanuska Susitna Borough and work in Anchorage
- Number of people working outside the Greater Anchorage region who reside in Anchorage or the Matanuska Susitna Borough

### Figure VI.1 2009 Base Case

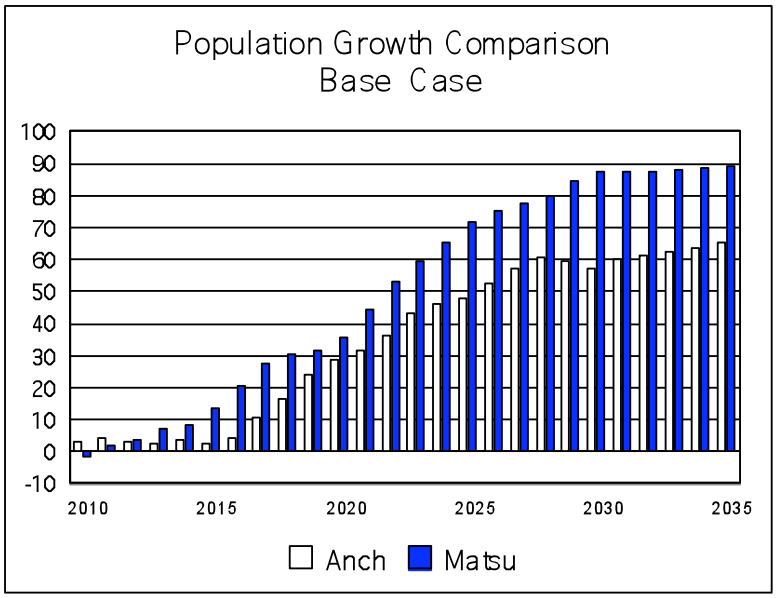
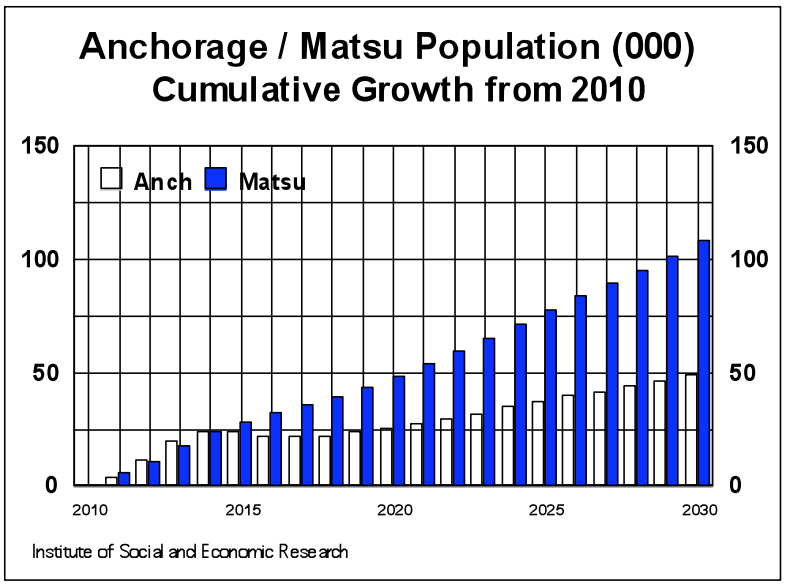


**Figure VI.2 2005 Base Case (with Knik Arm bridge)**




The final set of tables shows a more detailed comparison of employment (both wage and salary and total employment) and population between the two cases for the state, Greater Anchorage, the Municipality of Anchorage, and the Matanuska Susitna Borough.

| Alaska Wage and salary employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 306.6 | 307.8 | 1.2 |
| 2010 | 317.9 | 314.1 | -3.8 |
| 2015 | 343 | 328.8 | -14.2 |
| 2020 | 351.5 | 357.3 | 5.8 |
| 2025 | 374.7 | 390.2 | 15.5 |
| 2030 | 400 | 401.8 | 1.8 |
| 2035 | | 408.5 | |
| Growth rate | 1.07% | 1.07% | |

| Alaska Total employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 439.6 | 430.9 | -8.7 |
| 2010 | 447.8 | 442.5 | -5.3 |
| 2015 | 480.8 | 463.5 | -17.3 |
| 2020 | 492 | 501.7 | 9.7 |
| 2025 | 522.9 | 546.1 | 23.2 |
| 2030 | 556.8 | 561.9 | 5.1 |
| 2035 | | 571 | |
| Growth rate | 0.95% | 1.07% | |

| Alaska Population | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 669.3 | 663.1 | -6.2 |
| 2010 | 701.3 | 690.1 | -11.2 |
| 2015 | 783.3 | 708.3 | -75 |
| 2020 | 815.1 | 778.2 | -36.9 |
| 2025 | 876.1 | 858.1 | -18 |
| 2030 | 937.7 | 894.7 | -43 |
| 2035 | | 909 | |
| Growth rate | 1.36% | 1.21% | |

| Alaska Population / Employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 1.52 | 1.54 | 0.02 |
| 2010 | 1.57 | 1.56 | -0.01 |
| 2015 | 1.63 | 1.53 | -0.10 |
| 2020 | 1.66 | 1.55 | -0.11 |
| 2025 | 1.68 | 1.57 | -0.10 |
| 2030 | 1.68 | 1.59 | -0.09 |
| 2035 | | 1.59 | |
| Growth rate | 0.40% | 0.14% | |

| Anchorage + Matsu Wage and Salary Employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 164.84 | 160.25 | -4.59 |
| 2010 | 178.19 | 166.32 | -11.87 |
| 2015 | 192.61 | 174.25 | -18.36 |
| 2020 | 199.05 | 190.84 | -8.21 |
| 2025 | 214.59 | 211.72 | -2.87 |
| 2030 | 231.11 | 219.72 | -11.39 |
| 2035 | | 223.98 | |
| Growth rate | 1.36% | 1.27% | |

| Anchorage + Matsu Total Employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 224.36 | 223.23 | -1.13 |
| 2010 | 236.83 | 231.5 | -5.33 |
| 2015 | 254.93 | 242.8 | -12.13 |
| 2020 | 262.64 | 264.4 | 1.76 |
| 2025 | 281.74 | 291.3 | 9.56 |
| 2030 | 302.24 | 301.5 | -0.74 |
| 2035 | | 307.1 | |
| Growth rate | 1.20% | 1.21% | |

| Anchorage + Matsu Population | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 358.41 | 351.87 | -6.54 |
| 2010 | 393.33 | 369.52 | -23.81 |
| 2015 | 445.67 | 384.22 | -61.45 |
| 2020 | 467.52 | 431.66 | -35.86 |
| 2025 | 508.83 | 487.32 | -21.51 |
| 2030 | 550.56 | 512.06 | -38.5 |
| 2035 | | 522.18 | |
| Growth rate | 1.73% | 1.51% | |

| Anchorage + Matsu Population / Employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 1.60 | 1.58 | -0.02 |
| 2010 | 1.66 | 1.60 | -0.06 |
| 2015 | 1.75 | 1.58 | -0.17 |
| 2020 | 1.78 | 1.63 | -0.15 |
| 2025 | 1.81 | 1.67 | -0.13 |
| 2030 | 1.82 | 1.70 | -0.12 |
| 2035 | | 1.70 | |
| Growth rate | 0.53% | 0.30% | |

| Anchorage Wage and Salary | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 148.38 | 143.4 | -4.98 |
| 2010 | 154.42 | 147.6 | -6.82 |
| 2015 | 161.21 | 151.4 | -9.81 |
| 2020 | 161.63 | 161.5 | -0.13 |
| 2025 | 168.19 | 172.9 | 4.71 |
| 2030 | 175.09 | 176.1 | 1.01 |
| 2035 | | 177.6 | |
| Growth rate | 0.66% | 0.83% | |

| Anchorage Total Employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 198.48 | 193.6 | -4.88 |
| 2010 | 203.54 | 199.5 | -4.04 |
| 2015 | 213.28 | 205.9 | -7.38 |
| 2020 | 214.56 | 219.8 | 5.24 |
| 2025 | 223.871 | 235.8 | 11.929 |
| 2030 | 233.862 | 240.66 | 6.798 |
| 2035 | | 243.1 | |
| Growth rate | 0.66% | 0.87% | |

| Anchorage Population | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 285.72 | 277.9 | -7.82 |
| 2010 | 297.29 | 289.2 | -8.09 |
| 2015 | 321.11 | 288.8 | -32.31 |
| 2020 | 322.42 | 314.5 | -7.92 |
| 2025 | 334.38 | 333.7 | -0.68 |
| 2030 | 345.45 | 343.1 | -2.35 |
| 2035 | | 351.35 | |
| Growth rate | 0.76% | 0.85% | |

| Anchorage Population / Employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 1.44 | 1.44 | 0.00 |
| 2010 | 1.46 | 1.45 | -0.01 |
| 2015 | 1.51 | 1.40 | -0.10 |
| 2020 | 1.50 | 1.43 | -0.07 |
| 2025 | 1.49 | 1.42 | -0.08 |
| 2030 | 1.48 | 1.43 | -0.05 |
| 2035 | | 1.45 | |
| Growth rate | 0.10% | -0.03% | |

| Matsu Wage and Salary Employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 16.46 | 16.8 | 0.34 |
| 2010 | 23.77 | 18.8 | -4.97 |
| 2015 | 31.4 | 22.8 | -8.6 |
| 2020 | 37.73 | 29.4 | -8.33 |
| 2025 | 46.9 | 38.8 | -8.1 |
| 2030 | 56.72 | 43.6 | -13.12 |
| 2035 | | 46.4 | |
| Growth rate | 5.07% | 3.89% | |

| Matsu Total Employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 25.874 | 29.68 | 3.806 |
| 2010 | 33.29 | 32.1 | -1.19 |
| 2015 | 41.65 | 36.82 | -4.83 |
| 2020 | 48.08 | 44.6 | -3.48 |
| 2025 | 57.87 | 55.54 | -2.33 |
| 2030 | 68.38 | 60.88 | -7.5 |
| 2035 | | 63.97 | |
| Growth rate | 3.96% | 2.92% | |

| Matsu Population | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 72.7 | 74 | 1.3 |
| 2010 | 96.04 | 80.3 | -15.74 |
| 2015 | 124.56 | 95.4 | -29.16 |
| 2020 | 144.43 | 117.2 | -27.23 |
| 2025 | 173.51 | 153.6 | -19.905 |
| 2030 | 203.76 | 169 | -34.755 |
| 2035 | | 170.84 | |
| Growth rate | 4.21% | 3.36% | |

| Matsu Population Employment | | | |
|---|---|---|---|
| | Knik Base | H to H Base | Difference |
| 2005 | 2.81 | 2.49 | -0.32 |
| 2010 | 2.88 | 2.50 | -0.38 |
| 2015 | 2.99 | 2.59 | -0.40 |
| 2020 | 3.00 | 2.63 | -0.38 |
| 2025 | 3.00 | 2.77 | -0.23 |
| 2030 | 2.98 | 2.78 | -0.20 |
| 2035 | | 2.67 | |
| Growth rate | 0.24% | 0.43% | |

# VII. PROJECTION METHODOLOGY

The projections of economic, demographic, and fiscal variables for the state of Alaska and its regions have been generated using the Institute of Social and Economic Research (ISER) MAP Model. The MAP Model, or Man-in-the-Arctic Model, was originally created in 1975 with funding from the National Science Foundation to investigate the impacts of petroleum development on the state. (See Kresge, David and Seiver, Daniel. "Planning for A Resource Rich Region: The Case of Alaska" American Economic Review, 68(20), p 99-104. Kresge, David, Morehouse, Thomas, and Rogers, George. Issues in Alaska Development, University of Washington Press, 1977. Kresge, David et al. Regions and Resources: Strategies for Development, MIT Press, 1984.)

The model has been in continuous use since that time as the most sophisticated and comprehensive tool for projecting the long term future economic, demographic, and fiscal conditions in the state. The model components are constantly revised and updated to reflect the most current economic, demographic, and fiscal conditions.

Sometimes the model is used to analyze the impacts of a particular development or activity, such as the construction of a gas line, or to investigate the implications of a particular assumption about future economic conditions facing the state, such as the future price of oil. (For example, "Economic Analysis of Future Offshore Oil and Gas Development: Beaufort Sea, Chukchi Sea, and the North Aleutian Basin", prepared for the Shell Oil Company with Northern Economics, March 2009) At other times, the model is used to project the most likely future trend in economic and demographic activity to assist in planning efforts like investing in new electrical generating facilities (For example, "Economic Projections for Alaska and the Southern Railbelt: 2005-2030", prepared for Chugach Electric Association, September 2005). Consequently, interpretation of the projections must be contingent upon the purpose for which the particular study has been designed.

There are 5 components to the MAP model: the ECONOMIC DEVELOPMENT SCENARIO, the ECONOMIC MODULE, the DEMOGRAPHIC MODULE, the FISCAL MODULE, and the REGIONAL MODEL. (They have been completely documented in "ISER MAP Alaska Economic Modeling Documentation", prepared for the US Department of Interior, June 1986, available from ISER)

The model is driven by an ECONOMIC DEVELOPMENT SCENARIO, which is a consistent set of assumptions about levels of future basic industry activity within the state, national variables, state fiscal policy variables, and other exogenous factors that are expected to influence the future pattern of economic and demographic trends. The scenario elements are compiled into a document that is an integral part of each projection.

The scenario elements are typically developed by the author in consultation with other Alaskan researchers in the private and public sectors as well as the client for whom the projection is being prepared.

The scenario elements for basic sector economic activity are a collection of both project-specific assumptions and generic industry assumptions. A typical project-specific element is the construction and operation of a gold mine at Fort Knox near Fairbanks, while a typical generic element is the assumption of employment growth in the mining industry from projects not currently identified. In recognition of the fact that myopia prevents the identification of all potential projects that may occur over the next 20-50 years, there is a conscious effort in the creation of the scenarios to account for this bias through the inclusion of the generic elements. These generic elements have been developed to be as consistent as possible with historical patterns of industrial activity.

Past experience has shown that there are numerous combinations of scenario elements which, when combined into an ECONOMIC DEVELOPMENT SCENARIO, will yield essentially identical economic and demographic projections. This underscores the robustness of the method of dividing the scenario into a large number of assumptions, each of which individually has a small influence on the outcome. (An example of this type of analysis is contained in "Economic and Demographic Projections for the Alaska Railbelt: 1988-2010", for the Alaska Power Authority, August 1988).

At the same time, the projection results are quite sensitive to a small number of scenario

assumptions. These include the rate of production and price of oil, the growth in average real wage rates in the US, and the growth of the non wage income of Alaska households.

The ECONOMIC MODULE takes the ECONOMIC DEVELOPMENT SCENARIO as input and produces projections of employment, payroll, and gross product by industry based upon econometrically determined relationships. Activity in the basic sectors of the economy, including primarily the natural resource producing sectors, federal spending, and tourism spending, generates payroll and other spending that, with other elements of personal income, results in employment and payroll in the support sectors. The support sectors are composed of portions of the service, trade, construction, utility, transportation, and finance industries.

Total employment is the sum of jobs in the basic and support sectors as well as state and local government and the self employed. Total labor income consists of wages and salaries, the income of the self employed, and supplements to wages (public and private benefits). Total personal income is the sum of labor income (net of non resident earnings), dividends-interest-rent, and transfer payments. Total personal income ultimately determines the level of household consumption and the total amount of support sector economic activity.

Labor demand is the primary driver of the DEMOGRAPHIC MODULE through changes in migration into the state. The size and age-sex-race composition of the population changes over time as a result of both natural increase (births minus deaths) and net migration. When employment growth increases the demand for labor, the supply of labor grows through an increase in net migration (in migrants minus out migrants) and vice versa. Labor force participation and household formation are both also age-sex-race specific. The demographic output is population and households by 5 year age cohorts by sex by race (Alaska Native and non-Native).

The FISCAL MODULE determines the revenues, expenditures, and employment of both state and local government (in the aggregate), as well as the status of the Alaska Permanent Fund. The largest sources of revenues, petroleum taxes and royalties and federal grants, are derived from the ECONOMIC DEVELOPMENT SCENARIO. Projections of other revenues are determined within this module.

The level of state expenditures is determined by a set of rules that ensures a balance between revenues and expenditures over time. This is necessary because petroleum revenues will not be sufficient in the future to continue to fund a growing state budget. Consequently, the ECONOMIC DEVELOPMENT SCENARIO includes assumptions about the growth rate of expenditures as well as the imposition of new taxes and the allocation of earnings of the Alaska Permanent Fund.

Local government spending is assumed to be equal to local government revenues.

The REGIONAL MODEL allocates a limited number of state projection variables—employment by major category, population, households, non labor income, and total personal income—to 27 census areas. This allocation is primarily based on the regional distribution of basic economic activity (included in the ECONOMIC DEVELOPMENT SCENARIO), and the historical pattern of population and income.

# APPENDIX A. STATE BASE CASE PROJECTION: DETAILED TABLES

TABLE 1A. PROJECTION SUMMARY
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | POPULATION (000) | HOUSEHOLDS (000) | TOTAL EMPLOY-MENT (000) | WAGE AND SALARY EMPLOYMENT (000) | PERSONAL INCOME (MILL 09$) | PER CAPITA PERSONAL INCOME (2009 $) | PETROLEUM REVENUES (FY) (MILL 09$) | OIL PRICE ANS WEST COAST (CY) (NOMINAL $) |
|---|---|---|---|---|---|---|---|---|
| 2000 | 627.5 | 221.6 | 395.0 | 280.7 | $23,628 | $37,653 | $2,378 | $27 |
| 2001 | 632.0 | 224.2 | 401.6 | 287.9 | $24,515 | $38,792 | $2,632 | $22 |
| 2002 | 640.2 | 228.2 | 411.3 | 292.3 | $24,903 | $38,900 | $1,824 | $23 |
| 2003 | 647.2 | 229.7 | 410.9 | 296.9 | $24,698 | $38,162 | $2,113 | $28 |
| 2004 | 656.6 | 232.1 | 421.4 | 301.4 | $25,692 | $39,131 | $2,405 | $37 |
| 2005 | 663.1 | 234.8 | 430.9 | 307.8 | $26,719 | $40,296 | $3,724 | $50 |
| 2006 | 669.7 | 237.5 | 443.3 | 314.1 | $27,870 | $41,614 | $4,657 | $60 |
| 2007 | 674.5 | 238.1 | 446.3 | 317.2 | $28,704 | $42,556 | $5,497 | $67 |
| 2008 | 679.7 | 242.7 | 452.4 | 321.8 | $29,967 | $44,087 | $11,789 | $94 |
| 2009 | 682.3 | 248.2 | 445.4 | 316.5 | $27,788 | $40,729 | $5,673 | $40 |
| 2010 | 690.1 | 251.8 | 442.5 | 314.1 | $27,738 | $40,196 | $2,886 | $52 |
| 2011 | 697.6 | 255.2 | 446.2 | 316.6 | $27,865 | $39,945 | $3,771 | $66 |
| 2012 | 700.0 | 256.7 | 447.8 | 317.5 | $27,831 | $39,759 | $4,905 | $77 |
| 2013 | 701.6 | 258.0 | 452.2 | 320.5 | $28,022 | $39,939 | $5,301 | $88 |
| 2014 | 702.6 | 259.0 | 456.4 | 323.5 | $28,321 | $40,311 | $5,972 | $99 |
| 2015 | 708.3 | 261.6 | 463.5 | 328.8 | $28,824 | $40,695 | $6,248 | $109 |
| 2016 | 721.8 | 266.9 | 475.4 | 337.7 | $29,568 | $40,965 | $6,184 | $118 |
| 2017 | 742.0 | 274.4 | 482.7 | 343.2 | $30,205 | $40,708 | $6,366 | $126 |
| 2018 | 753.9 | 279.1 | 488.6 | 347.6 | $30,651 | $40,659 | $6,594 | $134 |
| 2019 | 764.9 | 283.5 | 492.1 | 350.2 | $30,976 | $40,498 | $6,594 | $140 |
| 2020 | 778.2 | 288.6 | 501.7 | 357.3 | $31,581 | $40,583 | $7,049 | $146 |
| 2021 | 796.0 | 295.4 | 511.7 | 364.8 | $32,307 | $40,586 | $7,293 | $151 |
| 2022 | 815.3 | 302.6 | 524.1 | 373.9 | $33,110 | $40,610 | $6,967 | $157 |
| 2023 | 833.2 | 309.3 | 532.7 | 380.3 | $33,845 | $40,620 | $6,698 | $162 |
| 2024 | 845.9 | 314.3 | 539.1 | 385.0 | $34,357 | $40,616 | $6,448 | $167 |
| 2025 | 858.1 | 319.0 | 546.1 | 390.2 | $34,926 | $40,702 | $6,117 | $172 |
| 2026 | 869.5 | 323.5 | 552.0 | 394.5 | $35,419 | $40,735 | $5,894 | $177 |
| 2027 | 879.2 | 327.4 | 556.9 | 398.1 | $35,865 | $40,816 | $5,627 | $183 |
| 2028 | 888.0 | 331.1 | 561.7 | 401.7 | $36,349 | $40,932 | $5,503 | $190 |
| 2029 | 892.9 | 333.3 | 561.9 | 401.8 | $36,437 | $40,807 | $5,246 | $197 |
| 2030 | 894.7 | 334.5 | 561.9 | 401.8 | $36,533 | $40,832 | $5,034 | $204 |
| 2031 | 898.9 | 336.5 | 565.9 | 404.7 | $36,825 | $40,968 | $4,902 | $210 |
| 2032 | 901.7 | 338.1 | 566.2 | 404.9 | $36,879 | $40,899 | $4,748 | $216 |
| 2033 | 903.7 | 339.4 | 567.3 | 405.8 | $36,986 | $40,926 | $4,614 | $222 |
| 2034 | 906.2 | 340.8 | 569.1 | 407.1 | $37,110 | $40,949 | $4,454 | $229 |
| 2035 | 909.0 | 342.4 | 571.1 | 408.5 | $37,247 | $40,975 | $4,329 | $236 |
| ANNUAL AVERAGE GROWTH RATE | | | | | | | | |
| 2000-2010 | 0.95% | 1.29% | 1.14% | 1.13% | 1.62% | 0.68% | 1.95% | 6.90% |
| 2010-2020 | 1.21% | 1.38% | 1.28% | 1.30% | 1.31% | 0.10% | 9.34% | 10.83% |
| 2020-2030 | 1.41% | 1.48% | 1.14% | 1.18% | 1.47% | 0.06% | -3.31% | 3.40% |
| 2030-2035 | 0.32% | 0.47% | 0.33% | 0.33% | 0.39% | 0.07% | -2.97% | 3.00% |
| 2010-2035 | 1.11% | 1.24% | 1.03% | 1.06% | 1.19% | 0.08% | 1.64% | 6.23% |

## TABLE 2A. EMPLOYMENT BY SECTOR (000)
## 2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | TOTAL | BASIC | INFRA-STRUCTURE | SUPPORT | STATE/ LOCAL GOVT | TOTAL ANNUAL % GROWTH |
|---|---|---|---|---|---|---|
| 2000 | 395.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0% |
| 2001 | 401.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0% |
| 2002 | 411.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0% |
| 2003 | 410.9 | 95.7 | 42.2 | 213.4 | 62.6 | -0.1% |
| 2004 | 421.4 | 98.0 | 42.9 | 221.4 | 61.9 | 2.5% |
| 2005 | 430.9 | 100.8 | 44.4 | 229.4 | 62.4 | 2.3% |
| 2006 | 443.3 | 102.5 | 45.3 | 233.4 | 62.8 | 2.9% |
| 2007 | 446.3 | 102.6 | 46.2 | 234.7 | 62.9 | 0.7% |
| 2008 | 452.4 | 103.2 | 47.5 | 238.1 | 63.6 | 1.4% |
| 2009 | 445.4 | 99.3 | 47.3 | 234.0 | 64.7 | -1.6% |
| 2010 | 442.5 | 99.3 | 47.0 | 232.1 | 64.1 | -0.7% |
| 2011 | 446.2 | 101.0 | 46.9 | 233.3 | 65.2 | 0.9% |
| 2012 | 447.8 | 102.3 | 46.9 | 233.0 | 65.7 | 0.4% |
| 2013 | 452.2 | 105.0 | 47.5 | 234.0 | 65.7 | 1.0% |
| 2014 | 456.4 | 106.8 | 48.2 | 235.6 | 65.7 | 0.9% |
| 2015 | 463.5 | 108.9 | 49.1 | 238.9 | 66.6 | 1.6% |
| 2016 | 475.4 | 113.2 | 50.5 | 243.6 | 68.1 | 2.6% |
| 2017 | 482.7 | 114.3 | 51.4 | 247.7 | 69.3 | 1.5% |
| 2018 | 488.6 | 113.3 | 51.7 | 252.5 | 71.0 | 1.2% |
| 2019 | 492.1 | 111.1 | 51.8 | 256.4 | 72.8 | 0.7% |
| 2020 | 501.7 | 112.5 | 52.4 | 262.7 | 74.1 | 1.9% |
| 2021 | 511.7 | 114.3 | 53.3 | 268.9 | 75.2 | 2.0% |
| 2022 | 524.1 | 116.7 | 54.5 | 276.3 | 76.6 | 2.4% |
| 2023 | 532.7 | 116.6 | 55.5 | 282.3 | 78.4 | 1.6% |
| 2024 | 539.1 | 116.4 | 56.2 | 286.5 | 80.0 | 1.2% |
| 2025 | 546.1 | 116.9 | 57.0 | 291.0 | 81.1 | 1.3% |
| 2026 | 552.0 | 117.4 | 57.7 | 294.9 | 81.9 | 1.1% |
| 2027 | 556.9 | 117.5 | 58.4 | 298.4 | 82.7 | 0.9% |
| 2028 | 561.7 | 118.0 | 58.9 | 301.5 | 83.3 | 0.9% |
| 2029 | 561.9 | 118.6 | 58.9 | 301.8 | 82.6 | 0.0% |
| 2030 | 561.9 | 118.6 | 58.9 | 301.7 | 82.7 | -0.0% |
| 2031 | 565.9 | 119.2 | 59.4 | 303.6 | 83.7 | 0.7% |
| 2032 | 566.2 | 119.3 | 59.5 | 303.6 | 83.8 | 0.0% |
| 2033 | 567.3 | 119.5 | 59.6 | 304.0 | 84.2 | 0.2% |
| 2034 | 569.1 | 120.2 | 59.8 | 304.7 | 84.5 | 0.3% |
| 2035 | 571.1 | 120.9 | 59.9 | 305.5 | 84.7 | 0.3% |

ANNUAL AVERAGE GROWTH RATE

| | | | | | |
|---|---|---|---|---|---|
| 2000-2010 | 1.14% | ERR | ERR | ERR | ERR |
| 2010-2020 | 1.26% | 1.26% | 1.09% | 1.25% | 1.46% |
| 2020-2030 | 1.14% | 0.53% | 1.18% | 1.39% | 1.10% |
| 2030-2035 | 0.33% | 0.38% | 0.34% | 0.25% | 0.50% |

| | | | | | |
|---|---|---|---|---|---|
| 2010-2035 | 1.03% | 0.79% | 0.98% | 1.11% | 1.12% |

TABLE 3A. BASIC INDUSTRY EMPLOYMENT (000)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | OIL AND GAS | MINING | SEAFOOD | TIMBER | AIR CARGO | TOURISM | MILITARY |
|---|---|---|---|---|---|---|---|
| 2000 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 |
| 2001 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 |
| 2002 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 18.0 |
| 2003 | 10.3 | 1.6 | 16.5 | 0.4 | 3.2 | 18.4 | 19.8 |
| 2004 | 10.5 | 1.7 | 16.4 | 0.4 | 3.3 | 18.9 | 20.2 |
| 2005 | 11.3 | 1.8 | 16.6 | 0.4 | 3.4 | 19.4 | 21.1 |
| 2006 | 12.2 | 2.0 | 16.4 | 0.4 | 3.5 | 19.8 | 22.7 |
| 2007 | 12.7 | 2.0 | 16.3 | 0.4 | 3.6 | 20.3 | 22.7 |
| 2008 | 13.2 | 2.0 | 16.3 | 0.4 | 3.7 | 20.8 | 22.7 |
| 2009 | 12.7 | 2.1 | 16.3 | 0.4 | 3.3 | 18.3 | 22.7 |
| 2010 | 13.0 | 2.3 | 16.3 | 0.4 | 3.2 | 17.2 | 22.9 |
| 2011 | 13.3 | 2.3 | 16.3 | 0.4 | 3.3 | 18.0 | 23.1 |
| 2012 | 13.1 | 2.4 | 16.3 | 0.4 | 3.5 | 18.9 | 23.4 |
| 2013 | 13.5 | 2.4 | 16.3 | 0.4 | 3.6 | 19.9 | 23.6 |
| 2014 | 13.6 | 2.6 | 16.3 | 0.4 | 3.7 | 20.8 | 23.8 |
| 2015 | 13.7 | 2.8 | 16.3 | 0.4 | 3.8 | 21.4 | 23.8 |
| 2016 | 14.0 | 2.9 | 16.3 | 0.4 | 3.9 | 21.9 | 23.8 |
| 2017 | 14.2 | 2.9 | 16.3 | 0.4 | 4.0 | 22.4 | 23.8 |
| 2018 | 14.4 | 2.9 | 16.3 | 0.4 | 4.1 | 23.0 | 23.8 |
| 2019 | 14.3 | 2.9 | 16.3 | 0.4 | 4.1 | 23.6 | 23.8 |
| 2020 | 15.8 | 3.0 | 16.3 | 0.5 | 4.2 | 24.0 | 23.8 |
| 2021 | 16.6 | 3.1 | 16.3 | 0.5 | 4.3 | 24.5 | 23.8 |
| 2022 | 17.5 | 3.2 | 16.3 | 0.5 | 4.4 | 25.1 | 23.8 |
| 2023 | 18.1 | 3.2 | 16.3 | 0.5 | 4.5 | 25.6 | 23.8 |
| 2024 | 17.6 | 3.3 | 16.3 | 0.5 | 4.6 | 26.1 | 23.8 |
| 2025 | 17.5 | 3.3 | 16.3 | 0.5 | 4.7 | 26.6 | 23.8 |
| 2026 | 17.6 | 3.3 | 16.3 | 0.5 | 4.7 | 27.0 | 23.8 |
| 2027 | 17.2 | 3.3 | 16.3 | 0.5 | 4.8 | 27.3 | 23.8 |
| 2028 | 17.3 | 3.3 | 16.3 | 0.5 | 4.9 | 27.6 | 23.8 |
| 2029 | 17.5 | 3.3 | 16.3 | 0.5 | 5.0 | 28.0 | 23.8 |
| 2030 | 17.0 | 3.3 | 16.3 | 0.5 | 5.1 | 28.3 | 23.8 |
| 2031 | 17.1 | 3.3 | 16.3 | 0.5 | 5.2 | 28.7 | 23.8 |
| 2032 | 16.7 | 3.3 | 16.3 | 0.5 | 5.3 | 29.1 | 23.8 |
| 2033 | 16.5 | 3.3 | 16.3 | 0.5 | 5.5 | 29.4 | 23.8 |
| 2034 | 16.7 | 3.3 | 16.3 | 0.5 | 5.6 | 29.8 | 23.8 |
| 2035 | 16.8 | 3.3 | 16.3 | 0.5 | 5.7 | 30.1 | 23.8 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | ERR | ERR | ERR | ERR | ERR | ERR | 2.90% |
| 2010-2020 | 1.97% | 2.51% | 0.00% | 1.00% | 2.80% | 3.42% | 0.40% |
| 2020-2030 | 0.75% | 1.08% | 0.00% | 1.00% | 2.00% | 1.66% | 0.00% |
| 2030-2035 | -0.18% | -0.08% | 0.00% | 1.00% | 2.00% | 1.24% | 0.00% |
| | | | | | | | |
| 2010-2035 | 1.05% | 1.41% | 0.00% | 1.00% | 2.32% | 2.28% | 0.16% |

TABLE 4A. PRIVATE EMPLOYMENT (000)
BY SIC CODE
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | TOTAL PRIVATE | AGRICULTURE FORESTRY FISHERIES | MINING & PETROLEUM | CONSTRUC-TION | MANUFAC-TURING | TRANSPORT COMMUN. PUB. UTILITY | OTHER |
|---|---|---|---|---|---|---|---|
| 2000 | 0.0 | 0.0 | 10.1 | 14.1 | 0.0 | 0.0 | 0.0 |
| 2001 | 0.0 | 0.0 | 11.3 | 14.9 | 0.0 | 0.0 | 0.0 |
| 2002 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2003 | 306.4 | 8.4 | 11.2 | 17.6 | 13.3 | 28.7 | 230.2 |
| 2004 | 317.1 | 8.3 | 11.4 | 18.9 | 13.4 | 29.2 | 238.6 |
| 2005 | 325.2 | 8.5 | 12.4 | 19.7 | 13.4 | 30.2 | 247.1 |
| 2006 | 335.5 | 8.3 | 13.5 | 18.7 | 13.5 | 30.7 | 251.6 |
| 2007 | 338.2 | 8.3 | 14.0 | 18.0 | 13.5 | 31.2 | 253.5 |
| 2008 | 343.6 | 8.3 | 14.5 | 18.0 | 13.5 | 32.2 | 257.3 |
| 2009 | 335.5 | 8.3 | 14.0 | 18.2 | 13.2 | 30.9 | 250.9 |
| 2010 | 332.9 | 8.3 | 14.6 | 18.2 | 13.2 | 30.6 | 248.0 |
| 2011 | 335.2 | 8.3 | 14.9 | 18.1 | 13.0 | 31.1 | 249.9 |
| 2012 | 336.0 | 8.3 | 14.8 | 18.3 | 12.9 | 31.4 | 250.3 |
| 2013 | 339.9 | 8.3 | 15.2 | 19.4 | 12.9 | 32.0 | 252.1 |
| 2014 | 343.8 | 8.3 | 15.6 | 19.9 | 12.9 | 32.6 | 254.6 |
| 2015 | 350.0 | 8.3 | 15.9 | 21.0 | 13.0 | 33.2 | 258.6 |
| 2016 | 360.4 | 8.3 | 16.2 | 24.5 | 13.0 | 34.0 | 264.4 |
| 2017 | 366.4 | 8.3 | 16.4 | 24.6 | 13.0 | 34.7 | 269.3 |
| 2018 | 370.5 | 8.3 | 16.6 | 22.7 | 13.0 | 35.2 | 274.6 |
| 2019 | 372.3 | 8.3 | 16.5 | 20.0 | 13.0 | 35.6 | 278.8 |
| 2020 | 380.5 | 8.3 | 17.7 | 19.3 | 13.0 | 36.6 | 285.5 |
| 2021 | 389.4 | 8.3 | 18.3 | 19.7 | 13.1 | 37.7 | 292.3 |
| 2022 | 400.3 | 8.3 | 19.3 | 20.6 | 13.1 | 38.5 | 300.4 |
| 2023 | 407.1 | 8.3 | 20.1 | 19.3 | 13.1 | 39.3 | 307.0 |
| 2024 | 411.8 | 8.3 | 19.7 | 19.0 | 13.2 | 39.8 | 311.8 |
| 2025 | 417.6 | 8.4 | 19.5 | 19.1 | 13.2 | 40.5 | 316.9 |
| 2026 | 422.7 | 8.4 | 19.6 | 19.2 | 13.2 | 41.0 | 321.3 |
| 2027 | 426.8 | 8.4 | 19.2 | 19.3 | 13.2 | 41.5 | 325.1 |
| 2028 | 430.9 | 8.4 | 19.3 | 19.4 | 13.3 | 42.0 | 328.6 |
| 2029 | 431.9 | 8.4 | 19.5 | 19.3 | 13.3 | 42.2 | 329.3 |
| 2030 | 431.7 | 8.4 | 19.0 | 19.2 | 13.3 | 42.4 | 329.4 |
| 2031 | 434.6 | 8.4 | 19.2 | 19.4 | 13.3 | 42.8 | 331.6 |
| 2032 | 434.7 | 8.4 | 18.7 | 19.4 | 13.3 | 43.0 | 331.9 |
| 2033 | 435.4 | 8.4 | 18.4 | 19.4 | 13.3 | 43.3 | 332.6 |
| 2034 | 437.0 | 8.4 | 18.7 | 19.4 | 13.3 | 43.6 | 333.6 |
| 2035 | 438.6 | 8.4 | 18.8 | 19.4 | 13.3 | 43.9 | 334.8 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | ERR | ERR | 3.70% | 2.60% | ERR | ERR | ERR |
| 2010-2020 | 1.35% | 0.06% | 1.97% | 0.58% | -0.06% | 1.81% | 1.42% |
| 2020-2030 | 1.27% | 0.07% | 0.69% | -0.03% | 0.16% | 1.48% | 1.44% |
| 2030-2035 | 0.32% | 0.08% | -0.17% | 0.17% | 0.05% | 0.68% | 0.32% |
| | | | | | | | |
| 2010-2035 | 1.11% | 0.07% | 1.03% | 0.25% | 0.04% | 1.45% | 1.21% |

## TABLE 5A. GOVERNMENT EMPLOYMENT (000)
## 2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | TOTAL GOVT | ACTIVE DUTY MILITARY | FEDERAL CIVILIAN | STATE GOVT | LOCAL GOVT |
|---|---|---|---|---|---|
| 2000 | 89.4 | 17.2 | 17.1 | 22.1 | 32.9 |
| 2001 | 94.9 | 18.0 | 16.8 | 23.0 | 37.1 |
| 2002 | 96.8 | 18.0 | 16.8 | 23.8 | 38.2 |
| 2003 | 99.5 | 19.8 | 17.1 | 24.2 | 38.4 |
| 2004 | 99.2 | 20.2 | 17.2 | 24.1 | 37.8 |
| 2005 | 100.4 | 21.1 | 17.0 | 24.2 | 38.2 |
| 2006 | 102.2 | 22.7 | 16.7 | 24.5 | 38.3 |
| 2007 | 102.4 | 22.7 | 16.8 | 24.6 | 38.3 |
| 2008 | 103.1 | 22.7 | 16.8 | 24.8 | 38.8 |
| 2009 | 104.2 | 22.7 | 16.8 | 24.7 | 40.0 |
| 2010 | 103.9 | 22.9 | 16.9 | 24.2 | 39.9 |
| 2011 | 105.2 | 23.1 | 16.9 | 25.5 | 39.6 |
| 2012 | 106.0 | 23.4 | 17.0 | 25.8 | 39.8 |
| 2013 | 106.3 | 23.6 | 17.0 | 25.8 | 39.9 |
| 2014 | 106.6 | 23.8 | 17.1 | 25.8 | 39.9 |
| 2015 | 107.6 | 23.8 | 17.1 | 26.4 | 40.3 |
| 2016 | 109.0 | 23.8 | 17.1 | 27.1 | 40.9 |
| 2017 | 110.3 | 23.8 | 17.2 | 27.6 | 41.7 |
| 2018 | 112.1 | 23.8 | 17.2 | 28.2 | 42.9 |
| 2019 | 113.9 | 23.8 | 17.3 | 28.8 | 44.0 |
| 2020 | 115.2 | 23.8 | 17.3 | 29.3 | 44.8 |
| 2021 | 116.4 | 23.8 | 17.4 | 29.8 | 45.4 |
| 2022 | 117.9 | 23.8 | 17.4 | 30.4 | 46.2 |
| 2023 | 119.6 | 23.8 | 17.4 | 31.1 | 47.3 |
| 2024 | 121.3 | 23.8 | 17.5 | 31.8 | 48.2 |
| 2025 | 122.5 | 23.8 | 17.5 | 32.3 | 48.9 |
| 2026 | 123.3 | 23.8 | 17.6 | 32.6 | 49.3 |
| 2027 | 124.1 | 23.8 | 17.6 | 32.9 | 49.7 |
| 2028 | 124.8 | 23.8 | 17.7 | 33.2 | 50.1 |
| 2029 | 124.1 | 23.8 | 17.7 | 32.9 | 49.7 |
| 2030 | 124.2 | 23.8 | 17.7 | 33.1 | 49.6 |
| 2031 | 125.4 | 23.8 | 17.8 | 33.4 | 50.3 |
| 2032 | 125.5 | 23.8 | 17.8 | 33.2 | 50.6 |
| 2033 | 126.0 | 23.8 | 17.9 | 33.3 | 50.9 |
| 2034 | 126.2 | 23.8 | 17.9 | 33.4 | 51.0 |
| 2035 | 126.5 | 23.8 | 18.0 | 33.5 | 51.2 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | |
|---|---|---|---|---|---|
| 2000-2010 | 1.51% | 2.90% | -0.15% | 0.90% | 1.93% |
| 2010-2020 | 1.04% | 0.40% | 0.25% | 1.92% | 1.17% |
| 2020-2030 | 0.76% | 0.00% | 0.25% | 1.22% | 1.03% |
| 2030-2035 | 0.37% | 0.00% | 0.30% | 0.30% | 0.63% |
| | | | | | |
| 2010-2035 | 0.79% | 0.16% | 0.28% | 1.31% | 1.00% |

## TABLE 6A. POPULATION CHANGE (000)
## 2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | POPULATION | TOTAL ANNUAL CHANGE | NATURAL INCREASE | NON-MILITARY MIGRATION | MILITARY MIGRATION |
|---|---|---|---|---|---|
| 2000 | 627.5 | 0.0 | 7.3 | 0.0 | 0.0 |
| 2001 | 632.0 | 4.4 | 7.0 | 0.0 | 0.0 |
| 2002 | 640.2 | 8.2 | 6.8 | 0.0 | 0.0 |
| 2003 | 647.2 | 7.0 | 6.9 | -7.7 | 4.5 |
| 2004 | 656.6 | 9.4 | 7.2 | -2.1 | 0.9 |
| 2005 | 663.1 | 6.5 | 7.2 | -2.0 | 2.2 |
| 2006 | 669.7 | 6.6 | 7.5 | -3.5 | 3.9 |
| 2007 | 674.5 | 4.8 | 7.6 | -5.9 | 0.0 |
| 2008 | 679.7 | 5.2 | 7.8 | 5.8 | 0.0 |
| 2009 | 682.3 | 2.5 | 6.4 | 8.4 | 0.0 |
| 2010 | 690.1 | 7.8 | 6.5 | 2.1 | 0.6 |
| 2011 | 697.6 | 7.5 | 6.5 | 1.9 | 0.6 |
| 2012 | 700.0 | 2.4 | 6.5 | -3.2 | 0.6 |
| 2013 | 701.6 | 1.6 | 6.3 | -3.8 | 0.6 |
| 2014 | 702.6 | 0.9 | 6.2 | -4.4 | 0.6 |
| 2015 | 708.3 | 5.7 | 6.0 | 1.2 | 0.0 |
| 2016 | 721.8 | 13.5 | 5.9 | 9.1 | 0.0 |
| 2017 | 742.0 | 20.2 | 5.9 | 15.8 | 0.0 |
| 2018 | 753.9 | 11.9 | 6.0 | 7.3 | 0.0 |
| 2019 | 764.9 | 11.0 | 5.9 | 6.5 | 0.0 |
| 2020 | 778.2 | 13.3 | 5.9 | 8.9 | 0.0 |
| 2021 | 796.0 | 17.9 | 5.9 | 13.5 | 0.0 |
| 2022 | 815.3 | 19.3 | 5.9 | 14.8 | 0.0 |
| 2023 | 833.2 | 17.9 | 6.0 | 13.4 | 0.0 |
| 2024 | 845.9 | 12.7 | 6.0 | 8.1 | 0.0 |
| 2025 | 858.1 | 12.2 | 6.0 | 7.7 | 0.0 |
| 2026 | 869.5 | 11.4 | 5.9 | 7.0 | 0.0 |
| 2027 | 879.2 | 9.7 | 5.8 | 5.3 | 0.0 |
| 2028 | 888.0 | 8.8 | 5.8 | 4.6 | 0.0 |
| 2029 | 892.9 | 4.9 | 5.7 | 0.7 | 0.0 |
| 2030 | 894.7 | 1.8 | 5.6 | -2.3 | 0.0 |
| 2031 | 898.9 | 4.1 | 5.4 | 0.2 | 0.0 |
| 2032 | 901.7 | 2.9 | 5.3 | -0.9 | 0.0 |
| 2033 | 903.7 | 2.0 | 5.2 | -1.7 | 0.0 |
| 2034 | 906.2 | 2.5 | 5.0 | -1.0 | 0.0 |
| 2035 | 909.0 | 2.8 | 5.0 | -0.7 | 0.0 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | |
|---|---|---|---|---|---|
| 2000-2010 | 0.95% | ERR | -1.07% | ERR | ERR |
| 2010-2020 | 1.21% | 5.45% | -1.06% | 15.41% | -100.00% |
| 2020-2030 | 1.41% | -18.07% | -0.54% | ERR | ERR |
| 2030-2035 | 0.32% | 8.97% | -2.26% | -21.55% | ERR |

| | | | | | |
|---|---|---|---|---|---|
| 2010-2035 | 1.11% | -4.05% | -1.09% | ERR | -100.00% |

TABLE 7A. POPULATION COMPONENTS (000)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | TOTAL POPULATION | POP <5 | POP 5 to 19 | POP 20 to 64 | POP 65+ | CIVILIAN NON-NATIVE | NATIVE | MILITARY |
|---|---|---|---|---|---|---|---|---|
| 2000 | 627.5 | 47.5 | 161.0 | 383.4 | 35.7 | 467.1 | 119.3 | 42.3 |
| 2001 | 632.0 | 48.2 | 160.8 | 386.1 | 36.8 | 466.8 | 120.8 | 44.3 |
| 2002 | 640.2 | 49.4 | 161.9 | 390.6 | 38.3 | 474.3 | 122.2 | 44.3 |
| 2003 | 647.2 | 50.2 | 160.7 | 396.8 | 39.5 | 470.8 | 123.7 | 48.8 |
| 2004 | 656.6 | 50.7 | 160.1 | 404.8 | 41.0 | 472.6 | 125.3 | 49.6 |
| 2005 | 663.1 | 51.6 | 159.8 | 409.0 | 42.7 | 474.3 | 126.9 | 51.9 |
| 2006 | 669.7 | 52.3 | 159.7 | 413.0 | 44.7 | 474.4 | 128.6 | 55.8 |
| 2007 | 674.5 | 52.2 | 158.0 | 417.6 | 46.7 | 471.9 | 130.3 | 55.8 |
| 2008 | 679.7 | 53.3 | 158.8 | 418.4 | 49.1 | 480.9 | 132.1 | 55.8 |
| 2009 | 682.3 | 54.7 | 160.3 | 415.4 | 51.9 | 492.5 | 133.9 | 55.8 |
| 2010 | 690.1 | 55.5 | 160.7 | 419.1 | 54.7 | 497.9 | 135.8 | 56.4 |
| 2011 | 697.6 | 56.2 | 161.4 | 422.5 | 57.5 | 503.0 | 137.7 | 56.9 |
| 2012 | 700.0 | 56.3 | 161.2 | 422.1 | 60.5 | 502.9 | 139.6 | 57.5 |
| 2013 | 701.6 | 56.2 | 161.2 | 420.8 | 63.5 | 502.0 | 141.5 | 58.1 |
| 2014 | 702.6 | 56.1 | 161.2 | 418.8 | 66.5 | 500.5 | 143.4 | 58.7 |
| 2015 | 708.3 | 56.3 | 162.4 | 419.4 | 70.1 | 504.4 | 145.2 | 58.7 |
| 2016 | 721.8 | 57.4 | 165.5 | 425.0 | 73.8 | 516.1 | 147.0 | 58.7 |
| 2017 | 742.0 | 59.2 | 170.0 | 434.8 | 78.0 | 534.6 | 148.8 | 58.7 |
| 2018 | 753.9 | 60.0 | 173.2 | 438.8 | 81.8 | 544.7 | 150.5 | 58.7 |
| 2019 | 764.9 | 60.7 | 176.1 | 442.6 | 85.5 | 554.1 | 152.1 | 58.7 |
| 2020 | 778.2 | 61.6 | 179.8 | 447.5 | 89.4 | 565.8 | 153.7 | 58.7 |
| 2021 | 796.0 | 62.9 | 184.3 | 455.6 | 93.3 | 582.1 | 155.3 | 58.7 |
| 2022 | 815.3 | 64.4 | 189.1 | 464.7 | 97.2 | 599.9 | 156.8 | 58.7 |
| 2023 | 833.2 | 65.7 | 193.6 | 473.1 | 100.9 | 616.3 | 158.3 | 58.7 |
| 2024 | 845.9 | 66.5 | 196.9 | 478.5 | 104.1 | 627.5 | 159.7 | 58.7 |
| 2025 | 858.1 | 67.2 | 200.0 | 483.8 | 107.1 | 638.3 | 161.2 | 58.7 |
| 2026 | 869.5 | 67.8 | 202.9 | 488.8 | 109.9 | 648.2 | 162.6 | 58.7 |
| 2027 | 879.2 | 68.3 | 205.4 | 493.0 | 112.5 | 656.5 | 164.0 | 58.7 |
| 2028 | 888.0 | 68.8 | 207.5 | 497.1 | 114.7 | 664.0 | 165.4 | 58.7 |
| 2029 | 892.9 | 68.8 | 208.6 | 499.0 | 116.5 | 667.5 | 166.8 | 58.7 |
| 2030 | 894.7 | 68.6 | 209.0 | 499.2 | 118.0 | 667.9 | 168.2 | 58.7 |
| 2031 | 898.9 | 68.7 | 209.7 | 501.0 | 119.4 | 670.6 | 169.6 | 58.7 |
| 2032 | 901.7 | 68.7 | 210.1 | 502.5 | 120.5 | 672.0 | 171.0 | 58.7 |
| 2033 | 903.7 | 68.7 | 210.2 | 503.6 | 121.3 | 672.6 | 172.4 | 58.7 |
| 2034 | 906.2 | 68.8 | 210.3 | 505.3 | 121.9 | 673.7 | 173.8 | 58.7 |
| 2035 | 909.0 | 68.9 | 210.6 | 507.0 | 122.6 | 675.1 | 175.3 | 58.7 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2000-2010 | 0.95% | 1.58% | -0.02% | 0.90% | 4.36% | 0.64% | 1.30% | 2.90% |
| 2010-2020 | 1.21% | 1.04% | 1.13% | 0.66% | 5.02% | 1.29% | 1.25% | 0.40% |
| 2020-2030 | 1.41% | 1.09% | 1.52% | 1.10% | 2.82% | 1.67% | 0.90% | 0.00% |
| 2030-2035 | 0.32% | 0.08% | 0.15% | 0.31% | 0.77% | 0.22% | 0.83% | 0.00% |
| | | | | | | | | |
| 2010-2035 | 1.11% | 0.87% | 1.09% | 0.76% | 3.28% | 1.23% | 1.03% | 0.16% |

## TABLE 8A. STATE PETROLEUM REVENUES
## GENERAL FUND, PERMANENT FUND AND CBR
(MILL 09$)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | TOTAL | PROPERTY TAX | CORPORATE INCOME TAX | SEVERANCE TAX | ROYALTY (GF+PF) | BONUSES SETTLEMENTS FED ROYALTY |
|---|---|---|---|---|---|---|
| 2000 | $2,378 | $57 | $205 | $886 | $1,230 | $0 |
| 2001 | $2,632 | $55 | $413 | $861 | $1,303 | $0 |
| 2002 | $1,824 | $59 | $214 | $599 | $952 | $0 |
| 2003 | $2,113 | $57 | $0 | $698 | $1,332 | $26 |
| 2004 | $2,405 | $0 | $0 | $747 | $1,636 | $23 |
| 2005 | $3,724 | $47 | $580 | $956 | $2,119 | $22 |
| 2006 | $4,657 | $59 | $710 | $1,289 | $2,578 | $21 |
| 2007 | $5,497 | $69 | $626 | $2,324 | $2,371 | $107 |
| 2008 | $11,789 | $82 | $611 | $6,934 | $3,725 | $437 |
| 2009 | $5,673 | $72 | $559 | $2,931 | $2,110 | $0 |
| 2010 | $2,886 | $68 | $432 | $877 | $1,509 | $0 |
| 2011 | $3,771 | $64 | $489 | $1,333 | $1,885 | $0 |
| 2012 | $4,905 | $60 | $535 | $2,202 | $2,108 | $0 |
| 2013 | $5,301 | $56 | $564 | $2,362 | $2,319 | $0 |
| 2014 | $5,972 | $52 | $577 | $2,883 | $2,460 | $0 |
| 2015 | $6,248 | $52 | $578 | $3,046 | $2,572 | $0 |
| 2016 | $6,184 | $52 | $579 | $2,953 | $2,601 | $0 |
| 2017 | $6,366 | $52 | $576 | $3,127 | $2,610 | $0 |
| 2018 | $6,594 | $53 | $572 | $3,336 | $2,633 | $0 |
| 2019 | $6,594 | $55 | $481 | $3,354 | $2,705 | $0 |
| 2020 | $7,049 | $53 | $539 | $3,540 | $2,917 | $0 |
| 2021 | $7,293 | $52 | $561 | $3,635 | $3,046 | $0 |
| 2022 | $6,967 | $52 | $535 | $3,452 | $2,928 | $0 |
| 2023 | $6,698 | $51 | $513 | $3,313 | $2,821 | $0 |
| 2024 | $6,448 | $49 | $498 | $3,170 | $2,730 | $0 |
| 2025 | $6,117 | $47 | $474 | $2,991 | $2,605 | $0 |
| 2026 | $5,894 | $45 | $460 | $2,865 | $2,525 | $0 |
| 2027 | $5,627 | $42 | $441 | $2,700 | $2,444 | $0 |
| 2028 | $5,503 | $40 | $435 | $2,618 | $2,410 | $0 |
| 2029 | $5,246 | $38 | $416 | $2,475 | $2,316 | $0 |
| 2030 | $5,034 | $36 | $402 | $2,355 | $2,241 | $0 |
| 2031 | $4,902 | $34 | $393 | $2,282 | $2,192 | $0 |
| 2032 | $4,748 | $33 | $382 | $2,201 | $2,132 | $0 |
| 2033 | $4,614 | $31 | $372 | $2,130 | $2,081 | $0 |
| 2034 | $4,454 | $30 | $358 | $2,045 | $2,021 | $0 |
| 2035 | $4,329 | $29 | $349 | $1,980 | $1,972 | $0 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 2000-2010 | 1.95% | 1.81% | 7.74% | -0.10% | 2.08% | ERR |
| 2010-2020 | 9.34% | -2.37% | 2.23% | 14.97% | 6.81% | ERR |
| 2020-2030 | -3.31% | -3.92% | -2.88% | -3.99% | -2.60% | ERR |
| 2030-2035 | -2.97% | -3.99% | -2.81% | -3.41% | -2.53% | ERR |
| 2010-2035 | 1.64% | -3.32% | -0.86% | 3.31% | 1.08% | ERR |

FISCAL PLAN
TABLE 9A. STATE UNRESTRICTED GENERAL FUND REVENUE SOURCES
(MILL 09$)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| FISCAL YEAR | EXPENDI-TURES | FUND DRAW | | | AGENCY TRANSFERS | REVENUES | | |
|---|---|---|---|---|---|---|---|---|
| | | EARNINGS RESERVE | GENERAL FUND | CONST RESERVE | | PF FUND EARNINGS | PETROLEUM | OTHER INC GF EARN |
| 2000 | $0 | $0 | $0 | $0 | $0 | $0 | $2,071 | $554 |
| 2001 | $0 | $0 | $0 | $0 | $0 | $0 | $2,306 | $484 |
| 2002 | $0 | $0 | $0 | $0 | $0 | $0 | $1,583 | $408 |
| 2003 | $3,370 | $0 | $346 | $634 | $120 | $0 | $1,911 | $360 |
| 2004 | $2,350 | $0 | ($561) | $104 | $121 | $0 | $2,352 | $334 |
| 2005 | $2,899 | $0 | ($732) | ($52) | $121 | $30 | $3,156 | $376 |
| 2006 | $3,632 | $0 | ($1,135) | $92 | $121 | $39 | $3,975 | $539 |
| 2007 | $4,402 | $0 | ($1,194) | $0 | $122 | $45 | $4,805 | $712 |
| 2008 | $5,279 | $0 | ($3,057) | ($2,696) | $120 | $33 | $10,092 | $786 |
| 2009 | $4,861 | $0 | ($1,012) | $0 | $123 | $0 | $5,145 | $805 |
| 2010 | $4,866 | $0 | $0 | $1,537 | $124 | $0 | $2,509 | $696 |
| 2011 | $4,921 | $0 | $0 | $787 | $125 | $0 | $3,300 | $709 |
| 2012 | $4,972 | $0 | ($238) | $0 | $126 | $0 | $4,378 | $706 |
| 2013 | $5,104 | $0 | ($459) | $0 | $127 | $0 | $4,721 | $715 |
| 2014 | $5,187 | $0 | ($1,034) | $0 | $128 | $0 | $5,357 | $736 |
| 2015 | $5,397 | $175 | ($1,294) | $0 | $129 | $0 | $5,605 | $782 |
| 2016 | $5,418 | $171 | ($1,264) | $0 | $130 | $0 | $5,534 | $847 |
| 2017 | $5,445 | $167 | ($1,479) | $0 | $130 | $0 | $5,713 | $913 |
| 2018 | $5,595 | $163 | ($1,613) | $0 | $131 | $0 | $5,936 | $978 |
| 2019 | $5,709 | $159 | ($1,540) | $0 | $132 | $0 | $5,918 | $1,040 |
| 2020 | $5,811 | $155 | ($1,897) | $0 | $132 | $0 | $6,320 | $1,101 |
| 2021 | $5,931 | $151 | ($2,069) | $0 | $132 | $0 | $6,532 | $1,185 |
| 2022 | $6,082 | $147 | ($1,711) | $0 | $133 | $0 | $6,235 | $1,278 |
| 2023 | $6,244 | $143 | ($1,373) | $0 | $133 | $0 | $5,993 | $1,348 |
| 2024 | $6,393 | $139 | ($1,047) | $0 | $133 | $0 | $5,765 | $1,403 |
| 2025 | $6,478 | $135 | ($893) | $0 | $133 | $0 | $5,465 | $1,438 |
| 2026 | $6,559 | $130 | ($424) | $0 | $133 | $0 | $5,263 | $1,456 |
| 2027 | $6,634 | $126 | ($167) | $0 | $132 | $68 | $5,016 | $1,459 |
| 2028 | $6,698 | $122 | ($92) | $0 | $132 | $136 | $4,901 | $1,498 |
| 2029 | $6,645 | $117 | ($19) | $0 | $129 | $201 | $4,666 | $1,550 |
| 2030 | $6,723 | $112 | $0 | $134 | $128 | $263 | $4,473 | $1,612 |
| 2031 | $6,735 | $0 | $0 | $312 | $129 | $359 | $4,354 | $1,582 |
| 2032 | $6,729 | $0 | $0 | $382 | $128 | $410 | $4,215 | $1,643 |
| 2033 | $6,774 | $0 | ($0) | $371 | $129 | $470 | $4,093 | $1,711 |
| 2034 | $6,782 | $0 | ($0) | $394 | $129 | $533 | $3,949 | $1,777 |
| 2035 | $6,808 | $0 | ($0) | $397 | $129 | $600 | $3,896 | $1,846 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2000-2010 | ERR | ERR | ERR | ERR | ERR | ERR | 1.94% | 2.31% |
| 2010-2020 | 1.79% | ERR | ERR | -100.00% | 0.64% | ERR | 9.68% | 4.70% |
| 2020-2030 | 1.47% | -3.23% | ERR | ERR | -0.32% | ERR | -3.40% | 3.88% |
| 2030-2035 | 0.25% | -100.00% | ERR | 24.21% | 0.19% | 17.92% | -3.03% | 2.74% |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2010-2035 | 1.35% | ERR | ERR | -5.27% | 0.16% | ERR | 1.71% | 3.98% |

TABLE 10A. STATE GENERAL FUND SPENDING
(MILL 09$)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GENERAL FUND APPROPRIATIONS | | | | ITEM: PERM FUND DIVIDEND APPROP | ITEM: LOCAL GOVT TRANSFERS | ITEM: PERSONAL INCOME TAX |
|---|---|---|---|---|---|---|---|
| | TOTAL | OPERATING | CAPITAL | DEBT SERVICE | | | |
| 2000 | $0 | $0 | $0 | $0 | $1,478 | $0 | $0 |
| 2001 | $0 | $0 | $0 | $0 | $1,361 | $0 | $0 |
| 2002 | $0 | $0 | $0 | $0 | $1,110 | $0 | $0 |
| 2003 | $3,370 | $2,618 | $291 | $48 | $498 | $1,018 | $0 |
| 2004 | $2,350 | $2,438 | $271 | $47 | $665 | $985 | $0 |
| 2005 | $2,899 | $2,562 | $285 | $53 | $589 | $1,014 | $0 |
| 2006 | $3,632 | $3,207 | $356 | $68 | $740 | $1,352 | $0 |
| 2007 | $4,402 | $3,892 | $432 | $77 | $1,075 | $1,410 | $0 |
| 2008 | $5,279 | $3,855 | $680 | $88 | $1,303 | $1,389 | $0 |
| 2009 | $4,861 | $4,285 | $476 | $100 | $1,189 | $1,385 | $0 |
| 2010 | $4,866 | $4,271 | $475 | $120 | $1,185 | $1,389 | $0 |
| 2011 | $4,921 | $4,309 | $479 | $134 | $1,098 | $1,392 | $0 |
| 2012 | $4,972 | $4,358 | $484 | $130 | $952 | $1,395 | $0 |
| 2013 | $5,104 | $4,391 | $488 | $134 | $874 | $1,400 | $0 |
| 2014 | $5,187 | $4,416 | $491 | $146 | $1,055 | $1,406 | $0 |
| 2015 | $5,397 | $4,438 | $493 | $159 | $1,098 | $1,419 | $0 |
| 2016 | $5,418 | $4,490 | $499 | $172 | $1,140 | $1,432 | $0 |
| 2017 | $5,445 | $4,591 | $510 | $176 | $1,185 | $1,450 | $0 |
| 2018 | $5,595 | $4,735 | $526 | $171 | $1,230 | $1,469 | $0 |
| 2019 | $5,709 | $4,828 | $536 | $185 | $1,275 | $1,485 | $0 |
| 2020 | $5,811 | $4,918 | $546 | $192 | $1,320 | $1,502 | $0 |
| 2021 | $5,931 | $5,022 | $558 | $199 | $1,367 | $1,520 | $0 |
| 2022 | $6,082 | $5,157 | $573 | $205 | $1,415 | $1,541 | $0 |
| 2023 | $6,244 | $5,303 | $589 | $209 | $1,465 | $1,563 | $0 |
| 2024 | $6,393 | $5,442 | $605 | $208 | $1,515 | $1,582 | $0 |
| 2025 | $6,478 | $5,519 | $613 | $212 | $1,566 | $1,594 | $0 |
| 2026 | $6,559 | $5,592 | $621 | $216 | $1,616 | $1,605 | $0 |
| 2027 | $6,634 | $5,659 | $629 | $220 | $1,666 | $1,615 | $0 |
| 2028 | $6,698 | $5,716 | $635 | $224 | $1,715 | $1,625 | $51 |
| 2029 | $6,645 | $5,673 | $630 | $225 | $1,734 | $1,608 | $145 |
| 2030 | $6,723 | $5,745 | $638 | $227 | $1,766 | $1,603 | $239 |
| 2031 | $6,735 | $5,860 | $651 | $224 | $1,705 | $1,613 | $336 |
| 2032 | $6,729 | $5,850 | $650 | $228 | $1,626 | $1,614 | $430 |
| 2033 | $6,774 | $5,886 | $654 | $233 | $1,547 | $1,619 | $523 |
| 2034 | $6,782 | $5,890 | $654 | $237 | $1,461 | $1,622 | $616 |
| 2035 | $6,808 | $5,911 | $657 | $241 | $1,372 | $1,626 | $710 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | ERR | ERR | ERR | ERR | -2.18% | ERR | ERR |
| 2010-2020 | 1.79% | 1.42% | 1.42% | 4.83% | 1.08% | 0.78% | ERR |
| 2020-2030 | 1.47% | 1.57% | 1.57% | 1.71% | 2.95% | 0.66% | ERR |
| 2030-2035 | 0.25% | 0.57% | 0.57% | 1.16% | -4.92% | 0.29% | 24.33% |
| | | | | | | | |
| 2010-2035 | 1.35% | 1.31% | 1.31% | 2.84% | 0.59% | 0.63% | ERR |

TABLE 11A. PERMANENT FUND
(MILL 09$)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | EARNINGS | USE OF EARNINGS | | | FUND ADDITIONS | | END OF YEAR FUND BALANCE |
|---|---|---|---|---|---|---|---|
| | | INFLATION PROOFING | DIVIDEND ACCOUNT | GENERAL FUND | PETROLEUM FORMULA BASED | SPECIAL APPRO-PRIATION | |
| 2000 | $2,849 | $533 | $1,478 | $0 | $392 | $0 | $33,429 |
| 2001 | $1,466 | $839 | $1,361 | $0 | $415 | $0 | $30,341 |
| 2002 | $308 | $722 | $1,110 | $0 | $309 | $0 | $28,203 |
| 2003 | $414 | $410 | $498 | $0 | $464 | $0 | $28,207 |
| 2004 | $143 | $600 | $665 | $0 | $421 | $0 | $31,379 |
| 2005 | $1,973 | $710 | $589 | $30 | $532 | $0 | $33,181 |
| 2006 | $2,930 | $920 | $740 | $39 | $646 | $0 | $35,369 |
| 2007 | $3,653 | $906 | $1,075 | $45 | $551 | $0 | $39,811 |
| 2008 | $2,995 | $814 | $1,303 | $33 | $851 | $0 | $36,166 |
| 2009 | $399 | $336 | $1,189 | $0 | $528 | $0 | $30,040 |
| 2010 | $1,927 | $605 | $1,185 | $0 | $377 | $0 | $30,580 |
| 2011 | $2,020 | $616 | $1,098 | $0 | $471 | $0 | $31,311 |
| 2012 | $2,084 | $636 | $952 | $0 | $527 | $0 | $32,316 |
| 2013 | $2,168 | $660 | $874 | $0 | $580 | $0 | $33,513 |
| 2014 | $2,267 | $689 | $1,055 | $0 | $615 | $0 | $34,612 |
| 2015 | $2,364 | $722 | $1,098 | $0 | $643 | $0 | $35,573 |
| 2016 | $2,452 | $757 | $1,140 | $0 | $650 | $0 | $36,545 |
| 2017 | $2,542 | $793 | $1,185 | $0 | $652 | $0 | $37,524 |
| 2018 | $2,634 | $830 | $1,230 | $0 | $658 | $0 | $38,510 |
| 2019 | $2,731 | $871 | $1,275 | $0 | $676 | $0 | $39,517 |
| 2020 | $2,833 | $913 | $1,320 | $0 | $729 | $0 | $40,584 |
| 2021 | $2,940 | $957 | $1,367 | $0 | $761 | $0 | $41,688 |
| 2022 | $3,048 | $1,002 | $1,415 | $0 | $732 | $0 | $42,766 |
| 2023 | $3,152 | $1,046 | $1,465 | $0 | $705 | $0 | $43,819 |
| 2024 | $3,260 | $1,094 | $1,515 | $0 | $683 | $0 | $44,847 |
| 2025 | $3,364 | $1,138 | $1,566 | $0 | $651 | $0 | $45,842 |
| 2026 | $3,470 | $1,186 | $1,616 | $0 | $631 | $0 | $46,814 |
| 2027 | $3,576 | $1,234 | $1,666 | $68 | $611 | $0 | $47,693 |
| 2028 | $3,677 | $1,281 | $1,715 | $136 | $602 | $0 | $48,488 |
| 2029 | $3,710 | $1,307 | $1,734 | $201 | $579 | $0 | $48,386 |
| 2030 | $3,771 | $1,348 | $1,766 | $263 | $560 | $0 | $48,586 |
| 2031 | $3,578 | $1,155 | $1,705 | $359 | $548 | $0 | $49,488 |
| 2032 | $3,621 | $1,175 | $1,626 | $410 | $533 | $0 | $50,130 |
| 2033 | $3,678 | $1,192 | $1,547 | $470 | $520 | $0 | $50,966 |
| 2034 | $3,733 | $1,206 | $1,461 | $533 | $505 | $0 | $51,766 |
| 2035 | $3,794 | $1,222 | $1,372 | $600 | $493 | $0 | $52,653 |
| ANNUAL AVERAGE GROWTH RATE | | | | | | | |
| 2000-2010 | -3.83% | 1.27% | -2.18% | ERR | -0.39% | ERR | -0.89% |
| 2010-2020 | 3.93% | 4.21% | 1.08% | ERR | 6.81% | ERR | 2.87% |
| 2020-2030 | 2.90% | 3.97% | 2.95% | ERR | -2.60% | ERR | 1.82% |
| 2030-2035 | 0.12% | -1.94% | -4.92% | 17.92% | -2.53% | ERR | 1.62% |
| 2010-2035 | 2.75% | 2.85% | 0.59% | ERR | 1.08% | ERR | 2.20% |

## TABLE 12A FUND BALANCES
(MILL 09$)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GENERAL FUND | CONST BUDGET RESERVE | PERMANENT FUND EARN RESERVE | SUB TOTAL | PERMANENT FUND CORPUS | GRAND TOTAL |
|---|---|---|---|---|---|---|
| 2000 | $0 | $0 | $0 | $0 | $29,682 | $0 |
| 2001 | $0 | $0 | $0 | $0 | $27,426 | $0 |
| 2002 | $0 | $0 | $0 | $0 | $26,841 | $0 |
| 2003 | ($303) | $2,440 | $117 | $2,254 | $28,090 | $30,344 |
| 2004 | $264 | $2,364 | $984 | $3,611 | $30,395 | $34,006 |
| 2005 | $986 | $2,476 | $1,595 | $5,057 | $31,587 | $36,644 |
| 2006 | $2,092 | $2,436 | $2,778 | $7,307 | $32,591 | $39,898 |
| 2007 | $3,243 | $3,476 | $4,349 | $11,067 | $35,462 | $46,530 |
| 2008 | $6,163 | $5,646 | $5,008 | $16,816 | $31,158 | $47,974 |
| 2009 | $7,110 | $5,810 | $838 | $13,758 | $29,202 | $42,960 |
| 2010 | $6,973 | $4,446 | $959 | $12,378 | $29,621 | $41,999 |
| 2011 | $6,822 | $3,788 | $1,245 | $11,855 | $30,066 | $41,921 |
| 2012 | $6,917 | $3,904 | $1,715 | $12,536 | $30,601 | $43,137 |
| 2013 | $7,230 | $4,024 | $2,314 | $13,568 | $31,199 | $44,767 |
| 2014 | $8,107 | $4,147 | $2,787 | $15,041 | $31,825 | $46,866 |
| 2015 | $9,220 | $4,274 | $3,093 | $16,587 | $32,481 | $49,068 |
| 2016 | $10,272 | $4,405 | $3,405 | $18,082 | $33,140 | $51,223 |
| 2017 | $11,508 | $4,540 | $3,721 | $19,770 | $33,802 | $53,572 |
| 2018 | $12,841 | $4,679 | $4,041 | $21,562 | $34,468 | $56,030 |
| 2019 | $14,059 | $4,822 | $4,366 | $23,248 | $35,151 | $58,399 |
| 2020 | $15,593 | $4,970 | $4,698 | $25,261 | $35,886 | $61,147 |
| 2021 | $17,248 | $5,122 | $5,038 | $27,408 | $36,650 | $64,058 |
| 2022 | $18,487 | $5,278 | $5,384 | $29,150 | $37,382 | $66,531 |
| 2023 | $19,342 | $5,439 | $5,732 | $30,513 | $38,086 | $68,600 |
| 2024 | $19,833 | $5,605 | $6,080 | $31,517 | $38,767 | $70,285 |
| 2025 | $19,942 | $5,776 | $6,426 | $32,144 | $39,416 | $71,560 |
| 2026 | $19,764 | $5,951 | $6,770 | $32,486 | $40,044 | $72,530 |
| 2027 | $19,320 | $6,132 | $7,043 | $32,495 | $40,650 | $73,146 |
| 2028 | $18,800 | $6,319 | $7,241 | $32,360 | $41,247 | $73,607 |
| 2029 | $17,911 | $6,404 | $7,243 | $31,559 | $41,143 | $72,701 |
| 2030 | $17,174 | $6,410 | $7,228 | $30,813 | $41,358 | $72,171 |
| 2031 | $16,764 | $6,321 | $7,414 | $30,500 | $42,074 | $72,573 |
| 2032 | $16,264 | $6,168 | $7,603 | $30,035 | $42,527 | $72,562 |
| 2033 | $15,828 | $5,992 | $7,869 | $29,688 | $43,097 | $72,785 |
| 2034 | $15,379 | $5,777 | $8,179 | $29,335 | $43,587 | $72,923 |
| 2035 | $14,955 | $5,558 | $8,553 | $29,066 | $44,099 | $73,165 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 2000-2010 | ERR | ERR | ERR | ERR | -0.02% | ERR |
| 2010-2020 | 8.38% | 1.12% | 17.22% | 7.39% | 1.94% | 3.83% |
| 2020-2030 | 0.97% | 2.58% | 4.40% | 2.01% | 1.43% | 1.67% |
| 2030-2035 | -2.73% | -2.81% | 3.42% | -1.16% | 1.29% | 0.27% |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2010-2035 | 3.10% | 0.90% | 9.15% | 3.47% | 1.60% | 2.25% |

## TABLE 13A. LOCAL GOVERNMENT REVENUES
(MILL 09$)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | TOTAL GENERAL REVENUE | INTERGOVERNMENTAL | | TAXES: PETROLEUM PROPERTY | TAXES: OTHER PROPERTY | TAXES: NON-PROPERTY | CHARGES & MISC |
|---|---|---|---|---|---|---|---|
| | | STATE TRANSFERS | FEDERAL TRANSFERS | | | | |
| 2000 | $3,574 | $0 | $269 | $0 | $0 | $217 | $774 |
| 2001 | $0 | $0 | $0 | $0 | $0 | $0 | $0 |
| 2002 | $3,436 | $0 | $285 | $0 | $0 | $240 | $687 |
| 2003 | $3,449 | $1,018 | $0 | $258 | $654 | $0 | $0 |
| 2004 | $3,494 | $985 | $266 | $253 | $668 | $173 | $733 |
| 2005 | $3,476 | $1,014 | $266 | $238 | $713 | $265 | $686 |
| 2006 | $3,513 | $1,352 | $264 | $240 | $732 | $236 | $689 |
| 2007 | $3,575 | $1,410 | $265 | $263 | $687 | $251 | $699 |
| 2008 | $3,582 | $1,389 | $260 | $272 | $714 | $255 | $692 |
| 2009 | $3,654 | $1,385 | $259 | $289 | $750 | $271 | $700 |
| 2010 | $3,603 | $1,389 | $258 | $272 | $725 | $253 | $706 |
| 2011 | $3,624 | $1,392 | $258 | $255 | $750 | $252 | $718 |
| 2012 | $3,639 | $1,395 | $259 | $239 | $762 | $254 | $730 |
| 2013 | $3,643 | $1,400 | $260 | $224 | $767 | $254 | $737 |
| 2014 | $3,658 | $1,406 | $262 | $209 | $781 | $256 | $743 |
| 2015 | $3,706 | $1,419 | $265 | $227 | $788 | $260 | $748 |
| 2016 | $3,779 | $1,432 | $267 | $243 | $812 | $265 | $759 |
| 2017 | $3,858 | $1,450 | $269 | $259 | $829 | $273 | $778 |
| 2018 | $3,980 | $1,469 | $272 | $289 | $867 | $279 | $804 |
| 2019 | $4,070 | $1,485 | $274 | $319 | $886 | $284 | $822 |
| 2020 | $4,137 | $1,502 | $277 | $317 | $916 | $287 | $838 |
| 2021 | $4,197 | $1,520 | $279 | $319 | $927 | $294 | $858 |
| 2022 | $4,301 | $1,541 | $282 | $331 | $963 | $301 | $882 |
| 2023 | $4,394 | $1,563 | $285 | $342 | $987 | $309 | $908 |
| 2024 | $4,479 | $1,582 | $287 | $329 | $1,031 | $317 | $933 |
| 2025 | $4,530 | $1,594 | $290 | $315 | $1,056 | $323 | $953 |
| 2026 | $4,575 | $1,605 | $292 | $302 | $1,074 | $329 | $972 |
| 2027 | $4,619 | $1,615 | $295 | $290 | $1,094 | $335 | $991 |
| 2028 | $4,659 | $1,625 | $298 | $278 | $1,111 | $340 | $1,008 |
| 2029 | $4,623 | $1,608 | $296 | $263 | $1,110 | $340 | $1,007 |
| 2030 | $4,622 | $1,603 | $296 | $250 | $1,117 | $345 | $1,010 |
| 2031 | $4,685 | $1,613 | $300 | $242 | $1,155 | $354 | $1,023 |
| 2032 | $4,711 | $1,614 | $302 | $232 | $1,177 | $356 | $1,031 |
| 2033 | $4,733 | $1,619 | $305 | $223 | $1,186 | $358 | $1,042 |
| 2034 | $4,747 | $1,622 | $307 | $214 | $1,193 | $360 | $1,050 |
| 2035 | $4,771 | $1,626 | $310 | $213 | $1,199 | $363 | $1,060 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | 0.08% | ERR | -0.43% | ERR | ERR | 1.55% | -0.91% |
| 2010-2020 | 1.39% | 0.78% | 0.70% | 1.58% | 2.37% | 1.28% | 1.73% |
| 2020-2030 | 1.11% | 0.66% | 0.66% | -2.34% | 2.00% | 1.85% | 1.88% |
| 2030-2035 | 0.64% | 0.29% | 0.97% | -3.20% | 1.42% | 1.00% | 0.96% |
| | | | | | | | |
| 2010-2035 | 1.13% | 0.63% | 0.74% | -0.97% | 2.03% | 1.45% | 1.64% |

TABLE 14A. REAL PERSONAL INCOME
(MILL 09$)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE AND SALARY PAYMENTS | NET EARNINGS | RESIDENCE ADJUSTMENT | DIVIDENDS, INTEREST, RENT | TRANSFERS | TOTAL PERSONAL INCOME | DISPOSABLE PERSONAL INCOME | NET EARNINGS/ PERSONAL INCOME |
|---|---|---|---|---|---|---|---|---|
| 2000 | $13,521 | $16,828 | $1,118 | $4,023 | $3,895 | $23,628 | $20,906 | 71.2% |
| 2001 | $13,844 | $17,839 | $1,147 | $3,849 | $3,973 | $24,515 | $21,765 | 72.8% |
| 2002 | $14,285 | $18,402 | $1,199 | $3,622 | $4,017 | $24,903 | $22,400 | 73.9% |
| 2003 | $14,426 | $18,583 | $1,182 | $3,458 | $3,839 | $24,698 | $22,465 | 75.2% |
| 2004 | $14,929 | $19,661 | $1,232 | $3,558 | $3,704 | $25,692 | $23,546 | 76.5% |
| 2005 | $15,201 | $20,274 | $1,259 | $3,769 | $3,935 | $26,719 | $24,352 | 75.9% |
| 2006 | $15,692 | $20,959 | $1,350 | $4,064 | $4,196 | $27,870 | $25,282 | 75.2% |
| 2007 | $16,271 | $21,463 | $1,331 | $4,082 | $4,596 | $28,704 | $25,897 | 74.8% |
| 2008 | $16,529 | $21,630 | $1,465 | $4,084 | $5,717 | $29,967 | $27,021 | 72.2% |
| 2009 | $15,661 | $20,464 | $1,493 | $4,103 | $4,713 | $27,788 | $25,064 | 73.6% |
| 2010 | $15,584 | $20,339 | $1,501 | $4,109 | $4,790 | $27,738 | $24,988 | 73.3% |
| 2011 | $15,706 | $20,485 | $1,539 | $4,155 | $4,764 | $27,865 | $25,058 | 73.5% |
| 2012 | $15,756 | $20,518 | $1,565 | $4,212 | $4,666 | $27,831 | $24,990 | 73.7% |
| 2013 | $15,964 | $20,764 | $1,631 | $4,249 | $4,640 | $28,022 | $25,117 | 74.1% |
| 2014 | $16,103 | $20,910 | $1,669 | $4,289 | $4,792 | $28,321 | $25,347 | 73.8% |
| 2015 | $16,437 | $21,308 | $1,742 | $4,334 | $4,925 | $28,824 | $25,744 | 73.9% |
| 2016 | $17,007 | $21,972 | $1,897 | $4,408 | $5,086 | $29,568 | $26,347 | 74.3% |
| 2017 | $17,264 | $22,283 | $1,925 | $4,530 | $5,317 | $30,205 | $26,852 | 73.8% |
| 2018 | $17,302 | $22,321 | $1,873 | $4,695 | $5,508 | $30,651 | $27,192 | 72.8% |
| 2019 | $17,217 | $22,230 | $1,770 | $4,811 | $5,705 | $30,976 | $27,426 | 71.8% |
| 2020 | $17,497 | $22,556 | $1,799 | $4,924 | $5,901 | $31,581 | $27,900 | 71.4% |
| 2021 | $17,836 | $22,969 | $1,837 | $5,052 | $6,124 | $32,307 | $28,475 | 71.1% |
| 2022 | $18,245 | $23,450 | $1,902 | $5,211 | $6,352 | $33,110 | $29,113 | 70.8% |
| 2023 | $18,527 | $23,792 | $1,911 | $5,381 | $6,583 | $33,845 | $29,692 | 70.3% |
| 2024 | $18,645 | $23,923 | $1,893 | $5,545 | $6,782 | $34,357 | $30,082 | 69.6% |
| 2025 | $18,849 | $24,169 | $1,899 | $5,677 | $6,979 | $34,926 | $30,519 | 69.2% |
| 2026 | $19,012 | $24,346 | $1,907 | $5,808 | $7,172 | $35,419 | $30,890 | 68.7% |
| 2027 | $19,136 | $24,492 | $1,899 | $5,936 | $7,356 | $35,885 | $31,237 | 68.3% |
| 2028 | $19,289 | $24,672 | $1,908 | $6,054 | $7,531 | $36,349 | $31,510 | 67.9% |
| 2029 | $19,308 | $24,674 | $1,923 | $6,067 | $7,618 | $36,437 | $31,442 | 67.7% |
| 2030 | $19,276 | $24,622 | $1,907 | $6,104 | $7,714 | $36,533 | $31,394 | 67.4% |
| 2031 | $19,425 | $24,796 | $1,921 | $6,197 | $7,752 | $36,825 | $31,529 | 67.3% |
| 2032 | $19,410 | $24,768 | $1,909 | $6,268 | $7,752 | $36,879 | $31,459 | 67.2% |
| 2033 | $19,437 | $24,792 | $1,904 | $6,351 | $7,747 | $36,986 | $31,438 | 67.0% |
| 2034 | $19,520 | $24,881 | $1,921 | $6,420 | $7,731 | $37,110 | $31,427 | 67.0% |
| 2035 | $19,599 | $24,967 | $1,935 | $6,497 | $7,718 | $37,247 | $31,429 | 67.0% |
| ANNUAL AVERAGE GROWTH RATE | | | | | | | | |
| 2000-2010 | 1.43% | 1.91% | 2.99% | 0.21% | 2.09% | 1.62% | 1.80% | 0.29% |
| 2010-2020 | 1.16% | 1.04% | 1.83% | 1.82% | 2.11% | 1.31% | 1.11% | -0.26% |
| 2020-2030 | 0.97% | 0.88% | 0.58% | 2.17% | 2.72% | 1.47% | 1.19% | -0.58% |
| 2030-2035 | 0.33% | 0.28% | 0.29% | 1.26% | 0.01% | 0.39% | 0.02% | -0.11% |
| 2010-2035 | 0.92% | 0.82% | 1.02% | 1.85% | 1.93% | 1.19% | 0.92% | -0.36% |

TABLE 15A. PER CAPITA VARIABLES
(2009 $)
2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | STATE GENERAL FUND REVENUES | STATE GENERAL FUND EXPENDITURES | LOCAL REVENUES (=EXPEND) | PERMANENT FUND BALANCE (INC ER) | GF+CBR FUND BALANCE | AVERAGE ANNUAL EARNINGS | DISPOSABLE PERSONAL INCOME | PERMANENT FUND DIVIDEND |
|---|---|---|---|---|---|---|---|---|
| 2000 | $0 | $0 | $5,695 | $53,270 | $0 | $43,768 | $33,314 | $2,355 |
| 2001 | $0 | $0 | $0 | $48,011 | $0 | $43,690 | $34,441 | $2,153 |
| 2002 | $0 | $0 | $5,367 | $44,055 | $0 | $43,999 | $34,989 | $1,734 |
| 2003 | $3,508 | $5,207 | $5,329 | $43,583 | $3,303 | $43,556 | $34,712 | $770 |
| 2004 | $4,091 | $3,579 | $5,322 | $47,792 | $4,002 | $43,072 | $35,863 | $1,013 |
| 2005 | $5,326 | $4,372 | $5,241 | $50,041 | $5,222 | $42,804 | $36,725 | $889 |
| 2006 | $6,741 | $5,423 | $5,245 | $52,812 | $6,762 | $43,324 | $37,750 | $1,105 |
| 2007 | $8,049 | $6,526 | $5,300 | $59,022 | $9,961 | $44,620 | $38,394 | $1,594 |
| 2008 | $16,004 | $7,766 | $5,270 | $53,207 | $17,372 | $44,595 | $39,753 | $1,918 |
| 2009 | $8,428 | $7,125 | $5,356 | $44,031 | $18,937 | $44,589 | $36,737 | $1,742 |
| 2010 | $4,644 | $7,051 | $5,221 | $44,314 | $16,547 | $44,745 | $36,210 | $1,717 |
| 2011 | $5,747 | $7,054 | $5,195 | $44,884 | $15,210 | $44,779 | $35,920 | $1,573 |
| 2012 | $7,263 | $7,103 | $5,198 | $46,166 | $15,458 | $44,802 | $35,700 | $1,360 |
| 2013 | $7,747 | $7,275 | $5,192 | $47,764 | $16,040 | $45,043 | $35,798 | $1,245 |
| 2014 | $8,672 | $7,383 | $5,207 | $49,264 | $17,442 | $45,109 | $36,077 | $1,501 |
| 2015 | $9,017 | $7,620 | $5,232 | $50,223 | $19,052 | $45,391 | $36,346 | $1,550 |
| 2016 | $8,840 | $7,506 | $5,235 | $50,631 | $20,334 | $45,953 | $36,502 | $1,580 |
| 2017 | $8,930 | $7,398 | $5,199 | $50,571 | $21,628 | $45,969 | $36,189 | $1,597 |
| 2018 | $9,172 | $7,422 | $5,279 | $51,083 | $23,241 | $45,579 | $36,070 | $1,631 |
| 2019 | $9,097 | $7,463 | $5,321 | $51,665 | $24,686 | $45,003 | $35,857 | $1,666 |
| 2020 | $9,537 | $7,467 | $5,317 | $52,152 | $26,425 | $44,963 | $35,853 | $1,696 |
| 2021 | $9,694 | $7,450 | $5,273 | $52,370 | $28,102 | $44,976 | $35,771 | $1,717 |
| 2022 | $9,215 | $7,460 | $5,275 | $52,454 | $29,149 | $45,035 | $35,708 | $1,736 |
| 2023 | $8,811 | $7,494 | $5,274 | $52,591 | $29,742 | $45,027 | $35,636 | $1,758 |
| 2024 | $8,474 | $7,557 | $5,295 | $53,018 | $30,072 | $44,859 | $35,563 | $1,791 |
| 2025 | $8,045 | $7,549 | $5,279 | $53,423 | $29,971 | $44,797 | $35,566 | $1,825 |
| 2026 | $7,728 | $7,544 | $5,261 | $53,841 | $29,576 | $44,751 | $35,527 | $1,859 |
| 2027 | $7,365 | $7,546 | $5,254 | $54,247 | $28,950 | $44,666 | $35,529 | $1,895 |
| 2028 | $7,206 | $7,542 | $5,247 | $54,602 | $28,286 | $44,664 | $35,483 | $1,932 |
| 2029 | $6,962 | $7,441 | $5,177 | $54,189 | $27,232 | $44,712 | $35,213 | $1,942 |
| 2030 | $6,801 | $7,514 | $5,166 | $54,303 | $26,360 | $44,656 | $35,088 | $1,973 |
| 2031 | $6,604 | $7,493 | $5,212 | $55,057 | $25,683 | $44,703 | $35,077 | $1,897 |
| 2032 | $6,497 | $7,462 | $5,224 | $55,594 | $24,878 | $44,657 | $34,888 | $1,804 |
| 2033 | $6,423 | $7,495 | $5,237 | $56,395 | $24,144 | $44,642 | $34,787 | $1,712 |
| 2034 | $6,318 | $7,483 | $5,238 | $57,122 | $23,345 | $44,709 | $34,679 | $1,612 |
| 2035 | $6,251 | $7,490 | $5,249 | $57,922 | $22,566 | $44,758 | $34,575 | $1,509 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 2000-2010 | ERR | ERR | -0.86% | -1.82% | ERR | 0.22% | 0.84% | -3.11% |
| 2010-2020 | 7.46% | 0.58% | 0.18% | 1.64% | 4.79% | 0.05% | -0.10% | -0.13% |
| 2020-2030 | -3.32% | 0.06% | -0.29% | 0.40% | -0.02% | -0.07% | -0.22% | 1.53% |
| 2030-2035 | -1.68% | -0.06% | 0.32% | 1.30% | -3.06% | 0.05% | -0.29% | -5.22% |
| | | | | | | | | |
| 2010-2035 | 1.20% | 0.24% | 0.02% | 1.08% | 1.25% | 0.00% | -0.18% | -0.52% |

# APPENDIX B. GREATER ANCHORAGE PROJECTIONS: DETAILED TABLES

TABLE R1. ANCHORAGE BOROUGH CENSUS AREA

2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE & SALARY EMPLOY (000) | TOTAL EMPLOY (000) | POPULA-TION (000) | POP / EMP (POR) (000) | HOUSE-HOLDS (000) | REAL PERSONAL INCOME (MILL 09$) | REAL PER CAP PERSONAL INCOME (09$) |
|---|---|---|---|---|---|---|---|
| 2000 | 130.9 | 179.6 | 260.3 | 0.00 | 0.0 | $0 | $0 |
| 2001 | 134.9 | 181.8 | 264.8 | 0.00 | 0.0 | $0 | $44,514 |
| 2002 | 137.9 | 185.6 | 267.7 | 0.00 | 0.0 | $0 | $44,888 |
| 2003 | 140.4 | 186.8 | 272.8 | 0.00 | 100.1 | $11,795 | $43,240 |
| 2004 | 142.0 | 190.2 | 277.5 | 0.00 | 101.5 | $12,313 | $44,373 |
| 2005 | 143.4 | 193.6 | 277.9 | 1.52 | 101.8 | $12,699 | $45,699 |
| 2006 | 146.3 | 198.4 | 282.7 | 1.51 | 103.6 | $13,197 | $46,679 |
| 2007 | 148.4 | 200.5 | 282.4 | 1.48 | 103.1 | $13,546 | $47,970 |
| 2008 | 151.5 | 204.2 | 286.0 | 1.48 | 105.6 | $14,125 | $49,383 |
| 2009 | 149.1 | 201.1 | 287.0 | 1.50 | 108.1 | $13,105 | $45,658 |
| 2010 | 147.6 | 199.5 | 289.2 | 1.52 | 109.2 | $13,082 | $45,239 |
| 2011 | 147.9 | 200.3 | 290.3 | 1.52 | 109.9 | $13,090 | $45,090 |
| 2012 | 147.8 | 200.5 | 289.0 | 1.51 | 109.7 | $13,089 | $45,115 |
| 2013 | 148.6 | 201.9 | 288.5 | 1.50 | 109.8 | $13,081 | $45,346 |
| 2014 | 149.8 | 203.6 | 289.4 | 1.50 | 110.4 | $13,207 | $45,633 |
| 2015 | 151.4 | 205.9 | 288.8 | 1.48 | 110.3 | $13,344 | $46,203 |
| 2016 | 153.2 | 208.9 | 290.1 | 1.48 | 110.9 | $13,521 | $46,607 |
| 2017 | 155.0 | 211.4 | 296.5 | 1.50 | 113.4 | $13,729 | $46,302 |
| 2018 | 157.1 | 214.1 | 302.5 | 1.51 | 115.8 | $13,926 | $46,037 |
| 2019 | 159.0 | 216.4 | 309.8 | 1.52 | 118.7 | $14,123 | $45,590 |
| 2020 | 161.5 | 219.8 | 314.5 | 1.52 | 120.6 | $14,338 | $45,592 |
| 2021 | 163.9 | 223.2 | 317.6 | 1.52 | 121.8 | $14,545 | $45,794 |
| 2022 | 166.4 | 227.0 | 322.0 | 1.53 | 123.5 | $14,772 | $45,875 |
| 2023 | 169.3 | 230.8 | 329.4 | 1.54 | 126.3 | $15,040 | $45,658 |
| 2024 | 171.3 | 233.5 | 332.3 | 1.54 | 127.5 | $15,212 | $45,785 |
| 2025 | 172.9 | 235.8 | 333.7 | 1.53 | 128.2 | $15,378 | $46,078 |
| 2026 | 174.5 | 238.0 | 338.6 | 1.54 | 130.1 | $15,563 | $45,958 |
| 2027 | 176.0 | 240.0 | 343.1 | 1.55 | 132.0 | $15,759 | $45,928 |
| 2028 | 177.3 | 241.8 | 346.9 | 1.55 | 133.5 | $15,941 | $45,954 |
| 2029 | 176.7 | 241.3 | 345.8 | 1.55 | 133.3 | $15,936 | $46,089 |
| 2030 | 176.1 | 240.7 | 343.1 | 1.55 | 132.4 | $15,943 | $46,471 |
| 2031 | 177.1 | 242.1 | 346.1 | 1.55 | 133.8 | $16,061 | $46,401 |
| 2032 | 177.0 | 242.0 | 347.5 | 1.55 | 134.5 | $16,103 | $46,334 |
| 2033 | 177.1 | 242.3 | 348.6 | 1.55 | 135.1 | $16,157 | $46,349 |
| 2034 | 177.3 | 242.7 | 349.9 | 1.56 | 135.9 | $16,203 | $46,311 |
| 2035 | 177.6 | 243.1 | 351.3 | 1.56 | 136.6 | $16,258 | $46,274 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | 1.21% | 1.06% | 1.06% | ERR | ERR | ERR | ERR |
| 2010-2020 | 0.90% | 0.96% | 0.84% | 0.03% | 1.00% | 0.92% | 0.08% |
| 2020-2030 | 0.87% | 0.91% | 0.87% | 0.15% | 0.94% | 1.07% | 0.19% |
| 2030-2035 | 0.17% | 0.20% | 0.48% | 0.13% | 0.63% | 0.39% | -0.08% |
| | | | | | | | |
| 2010-2035 | 0.74% | 0.79% | 0.78% | 0.10% | 0.90% | 0.87% | 0.09% |

TABLE R2. MATANUSKA-SUSITNA BOROUGH CENSUS AREA

2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE & SALARY EMP (000) | TOTAL EMPLOY (000) | POPULA-TION (000) | POP / EMP (POR) (000) | HOUSE-HOLDS (000) | REAL PERSONAL INCOME (MILL 09$) | REAL PER CAP PERSONAL INCOME (09$) |
|---|---|---|---|---|---|---|---|
| 2000 | 12.4 | 21.2 | 59.3 | 0.00 | 0.0 | $0 | $0 |
| 2001 | 12.9 | 23.2 | 61.7 | 0.00 | 0.0 | $0 | $33,922 |
| 2002 | 13.9 | 25.1 | 64.3 | 0.00 | 0.0 | $0 | $33,722 |
| 2003 | 13.8 | 25.7 | 67.5 | 0.00 | 23.5 | $2,274 | $33,704 |
| 2004 | 15.1 | 27.8 | 70.4 | 0.00 | 24.4 | $2,412 | $34,275 |
| 2005 | 16.8 | 29.7 | 74.0 | 1.85 | 25.7 | $2,614 | $35,333 |
| 2006 | 17.2 | 30.7 | 77.1 | 1.85 | 26.8 | $2,821 | $36,570 |
| 2007 | 18.5 | 31.9 | 79.7 | 1.89 | 27.6 | $3,018 | $37,867 |
| 2008 | 19.2 | 32.8 | 81.7 | 1.89 | 28.6 | $3,152 | $38,590 |
| 2009 | 18.7 | 32.1 | 79.0 | 1.90 | 28.2 | $2,875 | $36,396 |
| 2010 | 18.8 | 32.1 | 80.3 | 1.95 | 28.8 | $2,872 | $35,749 |
| 2011 | 19.8 | 33.2 | 83.8 | 1.97 | 30.1 | $2,943 | $35,135 |
| 2012 | 20.0 | 33.5 | 85.5 | 1.98 | 30.8 | $2,974 | $34,764 |
| 2013 | 21.0 | 34.6 | 88.7 | 1.99 | 32.0 | $3,065 | $34,575 |
| 2014 | 21.6 | 35.3 | 90.0 | 1.98 | 32.6 | $3,133 | $34,796 |
| 2015 | 22.8 | 36.8 | 95.4 | 1.98 | 34.6 | $3,301 | $34,604 |
| 2016 | 24.4 | 38.8 | 102.5 | 1.98 | 37.2 | $3,562 | $34,753 |
| 2017 | 26.0 | 40.6 | 109.0 | 2.02 | 39.6 | $3,729 | $34,211 |
| 2018 | 27.2 | 42.0 | 111.9 | 2.02 | 40.7 | $3,804 | $33,999 |
| 2019 | 27.9 | 42.9 | 113.0 | 2.02 | 41.1 | $3,803 | $33,646 |
| 2020 | 29.4 | 44.6 | 117.2 | 2.02 | 42.7 | $3,947 | $33,682 |
| 2021 | 31.4 | 47.0 | 126.2 | 2.04 | 46.0 | $4,180 | $33,128 |
| 2022 | 33.6 | 49.6 | 134.7 | 2.05 | 49.1 | $4,439 | $32,955 |
| 2023 | 35.4 | 51.7 | 141.0 | 2.06 | 51.4 | $4,630 | $32,839 |
| 2024 | 37.1 | 53.6 | 147.0 | 2.07 | 53.6 | $4,774 | $32,475 |
| 2025 | 38.8 | 55.5 | 153.6 | 2.08 | 56.1 | $4,948 | $32,219 |
| 2026 | 40.0 | 57.0 | 156.7 | 2.08 | 57.2 | $5,060 | $32,283 |
| 2027 | 41.1 | 58.2 | 159.1 | 2.08 | 58.1 | $5,141 | $32,313 |
| 2028 | 42.1 | 59.3 | 161.7 | 2.07 | 59.2 | $5,237 | $32,379 |
| 2029 | 42.9 | 60.1 | 166.0 | 2.10 | 60.8 | $5,305 | $31,949 |
| 2030 | 43.6 | 60.9 | 169.0 | 2.12 | 62.0 | $5,345 | $31,631 |
| 2031 | 44.4 | 61.8 | 169.0 | 2.10 | 62.1 | $5,395 | $31,926 |
| 2032 | 44.8 | 62.2 | 169.5 | 2.11 | 62.3 | $5,386 | $31,785 |
| 2033 | 45.3 | 62.7 | 169.6 | 2.10 | 62.5 | $5,391 | $31,789 |
| 2034 | 45.8 | 63.3 | 170.3 | 2.10 | 62.8 | $5,421 | $31,840 |
| 2035 | 46.4 | 64.0 | 170.8 | 2.10 | 63.1 | $5,450 | $31,899 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | 4.26% | 4.23% | 3.08% | ERR | ERR | ERR | ERR |
| 2010-2020 | 4.59% | 3.36% | 3.85% | 0.34% | 4.02% | 3.23% | -0.59% |
| 2020-2030 | 4.04% | 3.16% | 3.73% | 0.50% | 3.81% | 3.08% | -0.63% |
| 2030-2035 | 1.24% | 1.00% | 0.22% | -0.20% | 0.36% | 0.39% | 0.17% |
| | | | | | | | |
| 2010-2035 | 3.69% | 2.80% | 3.08% | 0.30% | 3.19% | 2.59% | -0.45% |

## TABLE R3. REST OF THE STATE

## 2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE & SALARY EMP (000) | TOTAL EMPLOY (000) | POPULA-TION (000) | POP / EMP (POR) (000) | HOUSE-HOLDS (000) | REAL PERSONAL INCOME (MILL 09$) | REAL PER CAP PERSONAL INCOME (09$) |
|---|---|---|---|---|---|---|---|
| 2000 | 137.4 | 194.3 | 307.9 | | 221.6 | $23,628 | |
| 2001 | 140.1 | 196.6 | 305.4 | | 224.2 | $24,515 | |
| 2002 | 140.5 | 200.6 | 308.2 | | 228.2 | $24,903 | |
| 2003 | 142.7 | 198.4 | 306.9 | | 106.1 | $10,629 | |
| 2004 | 144.2 | 203.4 | 308.7 | | 106.3 | $10,967 | |
| 2005 | 147.5 | 207.6 | 311.2 | | 107.4 | $11,406 | |
| 2006 | 150.6 | 214.3 | 309.9 | | 107.0 | $11,852 | |
| 2007 | 150.3 | 213.9 | 312.4 | | 107.4 | $12,141 | |
| 2008 | 151.1 | 215.4 | 312.0 | | 108.5 | $12,690 | |
| 2009 | 148.7 | 212.2 | 316.2 | | 112.0 | $11,807 | |
| 2010 | 147.7 | 211.0 | 320.6 | | 113.8 | $11,784 | |
| 2011 | 148.9 | 212.7 | 323.5 | | 115.2 | $11,832 | |
| 2012 | 149.7 | 213.8 | 325.4 | | 116.2 | $11,819 | |
| 2013 | 150.9 | 215.6 | 324.5 | | 116.2 | $11,876 | |
| 2014 | 152.1 | 217.5 | 323.1 | | 116.0 | $11,981 | |
| 2015 | 154.5 | 220.7 | 324.1 | | 116.6 | $12,179 | |
| 2016 | 160.0 | 227.6 | 329.2 | | 118.7 | $12,486 | |
| 2017 | 162.2 | 230.7 | 336.5 | | 121.5 | $12,746 | |
| 2018 | 163.3 | 232.5 | 339.5 | | 122.6 | $12,921 | |
| 2019 | 163.2 | 232.9 | 342.1 | | 123.7 | $13,050 | |
| 2020 | 166.5 | 237.3 | 346.5 | | 125.4 | $13,297 | |
| 2021 | 169.5 | 241.5 | 352.2 | | 127.6 | $13,583 | |
| 2022 | 173.9 | 247.5 | 358.6 | | 130.0 | $13,899 | |
| 2023 | 175.6 | 250.2 | 362.8 | | 131.6 | $14,175 | |
| 2024 | 176.6 | 252.0 | 366.6 | | 133.1 | $14,370 | |
| 2025 | 178.4 | 254.7 | 370.8 | | 134.8 | $14,600 | |
| 2026 | 180.0 | 257.0 | 374.1 | | 136.1 | $14,795 | |
| 2027 | 181.1 | 258.7 | 377.0 | | 137.3 | $14,985 | |
| 2028 | 182.3 | 260.6 | 379.4 | | 138.4 | $15,171 | |
| 2029 | 182.2 | 260.5 | 381.1 | | 139.2 | $15,196 | |
| 2030 | 182.0 | 260.3 | 382.7 | | 140.0 | $15,245 | |
| 2031 | 183.3 | 262.1 | 383.7 | | 140.6 | $15,368 | |
| 2032 | 183.1 | 261.9 | 384.7 | | 141.2 | $15,390 | |
| 2033 | 183.3 | 262.3 | 385.5 | | 141.7 | $15,438 | |
| 2034 | 183.9 | 263.2 | 386.1 | | 142.2 | $15,485 | |
| 2035 | 184.5 | 264.0 | 386.8 | | 142.7 | $15,539 | |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 2000-2010 | 0.73% | 0.83% | 0.40% | ERR | -6.44% | -6.72% |
| 2010-2020 | 1.20% | 1.18% | 0.78% | ERR | 0.97% | 1.22% |
| 2020-2030 | 0.90% | 0.93% | 1.00% | ERR | 1.11% | 1.38% |
| 2030-2035 | 0.27% | 0.28% | 0.22% | ERR | 0.37% | 0.38% |

| | | | | | | |
|---|---|---|---|---|---|---|
| 2010-2035 | 0.88% | 0.90% | 0.75% | ERR | 0.91% | 1.11% |

TABLE R4. GREATER ANCHORAGE
(ANCHORAGE MUNICALITY +MATANUSKA SUSITNA BOROUGH)
SHARE OF TOTAL STATE

2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GREATER ANCHORAGE | | ALASKA | | GREATER ANCHORAGE SHARE | |
|---|---|---|---|---|---|---|
| | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP |
| 2000 | 143.25 | 319.61 | 280.66 | 627.53 | 51.0% | 50.9% |
| 2001 | 147.80 | 326.52 | 287.94 | 631.96 | 51.3% | 51.7% |
| 2002 | 151.82 | 331.98 | 292.29 | 640.18 | 51.9% | 51.9% |
| 2003 | 154.20 | 340.25 | 296.88 | 647.19 | 51.9% | 52.6% |
| 2004 | 157.14 | 347.86 | 301.39 | 656.57 | 52.1% | 53.0% |
| 2005 | 160.25 | 351.87 | 307.76 | 663.09 | 52.1% | 53.1% |
| 2006 | 163.51 | 359.85 | 314.14 | 669.72 | 52.0% | 53.7% |
| 2007 | 166.88 | 362.07 | 317.19 | 674.51 | 52.6% | 53.7% |
| 2008 | 170.67 | 367.71 | 321.81 | 679.72 | 53.0% | 54.1% |
| 2009 | 167.79 | 366.04 | 316.51 | 682.25 | 53.0% | 53.7% |
| 2010 | 166.32 | 369.52 | 314.05 | 690.07 | 53.0% | 53.5% |
| 2011 | 167.73 | 374.07 | 316.63 | 697.59 | 53.0% | 53.6% |
| 2012 | 167.88 | 374.55 | 317.55 | 700.00 | 52.9% | 53.5% |
| 2013 | 169.63 | 377.13 | 320.54 | 701.63 | 52.9% | 53.8% |
| 2014 | 171.35 | 379.46 | 323.46 | 702.58 | 53.0% | 54.0% |
| 2015 | 174.25 | 384.22 | 328.80 | 708.30 | 53.0% | 54.2% |
| 2016 | 177.68 | 392.59 | 337.69 | 721.79 | 52.6% | 54.4% |
| 2017 | 180.97 | 405.53 | 343.18 | 742.00 | 52.7% | 54.7% |
| 2018 | 184.27 | 414.39 | 347.55 | 753.87 | 53.0% | 55.0% |
| 2019 | 186.95 | 422.81 | 350.18 | 764.88 | 53.4% | 55.3% |
| 2020 | 190.84 | 431.66 | 357.30 | 778.18 | 53.4% | 55.5% |
| 2021 | 195.27 | 443.79 | 364.78 | 796.03 | 53.5% | 55.8% |
| 2022 | 200.01 | 456.71 | 373.93 | 815.31 | 53.5% | 56.0% |
| 2023 | 204.76 | 470.39 | 380.32 | 833.20 | 53.8% | 56.5% |
| 2024 | 208.37 | 479.27 | 385.00 | 845.88 | 54.1% | 56.7% |
| 2025 | 211.72 | 487.32 | 390.16 | 858.10 | 54.3% | 56.8% |
| 2026 | 214.53 | 495.38 | 394.51 | 869.48 | 54.4% | 57.0% |
| 2027 | 217.05 | 502.22 | 398.11 | 879.19 | 54.5% | 57.1% |
| 2028 | 219.37 | 508.63 | 401.67 | 888.03 | 54.6% | 57.3% |
| 2029 | 219.58 | 511.81 | 401.83 | 892.91 | 54.6% | 57.3% |
| 2030 | 219.72 | 512.06 | 401.76 | 894.72 | 54.7% | 57.2% |
| 2031 | 221.44 | 515.14 | 404.75 | 898.86 | 54.7% | 57.3% |
| 2032 | 221.81 | 516.99 | 404.92 | 901.71 | 54.8% | 57.3% |
| 2033 | 222.41 | 518.18 | 405.76 | 903.73 | 54.8% | 57.3% |
| 2034 | 223.15 | 520.14 | 407.10 | 906.24 | 54.8% | 57.4% |
| 2035 | 223.98 | 522.19 | 408.52 | 909.02 | 54.8% | 57.4% |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 2000-2010 | 1.50% | 1.48% | 1.13% | 0.95% | 0.37% | 0.50% |
| 2010-2020 | 1.38% | 1.57% | 1.30% | 1.21% | 0.08% | 0.35% |
| 2020-2030 | 1.42% | 1.72% | 1.18% | 1.41% | 0.24% | 0.31% |
| 2030-2035 | 0.38% | 0.39% | 0.33% | 0.32% | 0.05% | 0.07% |
| | | | | | | |
| 2010-2035 | 1.20% | 1.39% | 1.06% | 1.11% | 0.14% | 0.28% |

TABLE R5. GREATER ANCHORAGE
(ANCHORAGE MUNICALITY +MATANUSKA SUSITNA BOROUGH)
SHARE OF TOTAL STATE

2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GREATER ANCHORAGE | | | GREATER ANCHORAGE SHARE | | |
|---|---|---|---|---|---|---|
| | W&S EMPLOYMENT | POP | HOUSEHOLDS | W&S EMPLOYMENT | POP | HOUSEHOLDS |
| 2000 | 143.25 | 319.61 | 0.00 | 51.0% | 50.9% | 0.0% |
| 2001 | 147.80 | 326.52 | 0.00 | 51.3% | 51.7% | 0.0% |
| 2002 | 151.82 | 331.98 | 0.00 | 51.9% | 51.9% | 0.0% |
| 2003 | 154.20 | 340.25 | 123.60 | 51.9% | 52.6% | 53.8% |
| 2004 | 157.14 | 347.86 | 125.83 | 52.1% | 53.0% | 54.2% |
| 2005 | 160.25 | 351.87 | 127.46 | 52.1% | 53.1% | 54.3% |
| 2006 | 163.51 | 359.85 | 130.46 | 52.0% | 53.7% | 54.9% |
| 2007 | 166.88 | 362.07 | 130.65 | 52.6% | 53.7% | 54.9% |
| 2008 | 170.67 | 367.71 | 134.22 | 53.0% | 54.1% | 55.3% |
| 2009 | 167.79 | 366.04 | 136.26 | 53.0% | 53.7% | 54.9% |
| 2010 | 166.32 | 369.52 | 137.95 | 53.0% | 53.5% | 54.8% |
| 2011 | 167.73 | 374.07 | 139.99 | 53.0% | 53.6% | 54.9% |
| 2012 | 167.88 | 374.55 | 140.52 | 52.9% | 53.5% | 54.7% |
| 2013 | 169.63 | 377.13 | 141.79 | 52.9% | 53.8% | 55.0% |
| 2014 | 171.35 | 379.46 | 142.99 | 53.0% | 54.0% | 55.2% |
| 2015 | 174.25 | 384.22 | 144.97 | 53.0% | 54.2% | 55.4% |
| 2016 | 177.68 | 392.59 | 148.13 | 52.6% | 54.4% | 55.5% |
| 2017 | 180.97 | 405.53 | 152.99 | 52.7% | 54.7% | 55.7% |
| 2018 | 184.27 | 414.39 | 156.45 | 53.0% | 55.0% | 56.1% |
| 2019 | 186.95 | 422.81 | 159.85 | 53.4% | 55.3% | 56.4% |
| 2020 | 190.84 | 431.66 | 163.25 | 53.4% | 55.5% | 56.6% |
| 2021 | 195.27 | 443.79 | 167.81 | 53.5% | 55.8% | 56.8% |
| 2022 | 200.01 | 456.71 | 172.66 | 53.5% | 56.0% | 57.1% |
| 2023 | 204.76 | 470.39 | 177.73 | 53.8% | 56.5% | 57.5% |
| 2024 | 208.37 | 479.27 | 181.16 | 54.1% | 56.7% | 57.6% |
| 2025 | 211.72 | 487.32 | 184.24 | 54.3% | 56.8% | 57.7% |
| 2026 | 214.53 | 495.38 | 187.39 | 54.4% | 57.0% | 57.9% |
| 2027 | 217.05 | 502.22 | 190.09 | 54.5% | 57.1% | 58.1% |
| 2028 | 219.37 | 508.63 | 192.70 | 54.6% | 57.3% | 58.2% |
| 2029 | 219.58 | 511.81 | 194.10 | 54.6% | 57.3% | 58.2% |
| 2030 | 219.72 | 512.06 | 194.44 | 54.7% | 57.2% | 58.1% |
| 2031 | 221.44 | 515.14 | 195.87 | 54.7% | 57.3% | 58.2% |
| 2032 | 221.81 | 516.99 | 196.86 | 54.8% | 57.3% | 58.2% |
| 2033 | 222.41 | 518.18 | 197.63 | 54.8% | 57.3% | 58.2% |
| 2034 | 223.15 | 520.14 | 198.68 | 54.8% | 57.4% | 58.3% |
| 2035 | 223.98 | 522.19 | 199.76 | 54.8% | 57.4% | 58.3% |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 2000-2010 | 1.50% | 1.46% | ERR | 0.37% | 0.50% | ERR |
| 2010-2020 | 1.38% | 1.57% | 1.70% | 0.08% | 0.35% | 0.32% |
| 2020-2030 | 1.42% | 1.72% | 1.76% | 0.24% | 0.31% | 0.28% |
| 2030-2035 | 0.38% | 0.39% | 0.54% | 0.05% | 0.07% | 0.07% |
| | | | | | | |
| 2010-2035 | 1.20% | 1.39% | 1.49% | 0.14% | 0.28% | 0.25% |

## TABLE R6. MATSU SHARE OF GREATER ANCHORAGE

## 2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GREATER ANCHORAGE | | MATSU BOROUGH | | MATSU BOROUGH SHARE | |
|---|---|---|---|---|---|---|
| | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP |
| 2000 | 143.25 | 319.61 | 12.36 | 59.32 | 8.6% | 18.6% |
| 2001 | 147.80 | 326.52 | 12.87 | 61.74 | 8.7% | 18.9% |
| 2002 | 151.82 | 331.98 | 13.90 | 64.31 | 9.2% | 19.4% |
| 2003 | 154.20 | 340.25 | 13.83 | 67.47 | 9.0% | 19.8% |
| 2004 | 157.14 | 347.86 | 15.11 | 70.37 | 9.6% | 20.2% |
| 2005 | 160.25 | 351.87 | 16.80 | 73.98 | 10.5% | 21.0% |
| 2006 | 163.51 | 359.85 | 17.24 | 77.13 | 10.5% | 21.4% |
| 2007 | 166.88 | 362.07 | 18.47 | 79.70 | 11.1% | 22.0% |
| 2008 | 170.67 | 367.71 | 19.16 | 81.69 | 11.2% | 22.2% |
| 2009 | 167.79 | 366.04 | 18.69 | 79.00 | 11.1% | 21.6% |
| 2010 | 166.32 | 369.52 | 18.75 | 80.34 | 11.3% | 21.7% |
| 2011 | 167.73 | 374.07 | 19.78 | 83.77 | 11.8% | 22.4% |
| 2012 | 167.88 | 374.55 | 20.04 | 85.54 | 11.9% | 22.8% |
| 2013 | 169.63 | 377.13 | 20.99 | 88.65 | 12.4% | 23.5% |
| 2014 | 171.35 | 379.46 | 21.55 | 90.03 | 12.6% | 23.7% |
| 2015 | 174.25 | 384.22 | 22.82 | 95.40 | 13.1% | 24.8% |
| 2016 | 177.68 | 392.59 | 24.45 | 102.48 | 13.8% | 26.1% |
| 2017 | 180.97 | 405.53 | 26.01 | 109.01 | 14.4% | 26.9% |
| 2018 | 184.27 | 414.39 | 27.17 | 111.89 | 14.7% | 27.0% |
| 2019 | 186.95 | 422.81 | 27.93 | 113.03 | 14.9% | 26.7% |
| 2020 | 190.84 | 431.66 | 29.36 | 117.18 | 15.4% | 27.1% |
| 2021 | 195.27 | 443.79 | 31.40 | 126.17 | 16.1% | 28.4% |
| 2022 | 200.01 | 456.71 | 33.60 | 134.70 | 16.8% | 29.5% |
| 2023 | 204.76 | 470.39 | 35.45 | 140.99 | 17.3% | 30.0% |
| 2024 | 208.37 | 479.27 | 37.10 | 147.01 | 17.8% | 30.7% |
| 2025 | 211.72 | 487.32 | 38.82 | 153.58 | 18.3% | 31.5% |
| 2026 | 214.53 | 495.38 | 40.05 | 156.74 | 18.7% | 31.6% |
| 2027 | 217.05 | 502.22 | 41.08 | 159.10 | 18.9% | 31.7% |
| 2028 | 219.37 | 508.63 | 42.09 | 161.75 | 19.2% | 31.8% |
| 2029 | 219.58 | 511.81 | 42.88 | 166.04 | 19.5% | 32.4% |
| 2030 | 219.72 | 512.06 | 43.62 | 168.99 | 19.9% | 33.0% |
| 2031 | 221.44 | 515.14 | 44.37 | 168.99 | 20.0% | 32.8% |
| 2032 | 221.81 | 516.99 | 44.80 | 169.46 | 20.2% | 32.8% |
| 2033 | 222.41 | 518.18 | 45.27 | 169.59 | 20.4% | 32.7% |
| 2034 | 223.15 | 520.14 | 45.83 | 170.26 | 20.5% | 32.7% |
| 2035 | 223.98 | 522.18 | 46.40 | 170.84 | 20.7% | 32.7% |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 2000-2010 | 1.50% | 1.46% | 4.26% | 3.08% | 2.71% | 1.59% |
| 2010-2020 | 1.38% | 1.57% | 4.59% | 3.85% | 3.16% | 2.24% |
| 2020-2030 | 1.42% | 1.72% | 4.04% | 3.73% | 2.58% | 1.97% |
| 2030-2035 | 0.38% | 0.39% | 1.24% | 0.22% | 0.85% | -0.17% |
| | | | | | | |
| 2010-2035 | 1.20% | 1.39% | 3.69% | 3.06% | 2.46% | 1.65% |

# TABLE R7. MATSU RESIDENTS

## 2009 BASE CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | COMMUTING TO ANCHORAGE | WORKING IN MATSU | TOTAL RESIDENT WORKERS | SHARE COMMUTING TO ANCHORAGE | TOTAL JOBS / BASIC |
|---|---|---|---|---|---|
| 2000 | | | | | |
| 2001 | | | | | |
| 2002 | | | | | |
| 2003 | | | | | |
| 2004 | | | | | |
| 2005 | | | | | |
| 2006 | 10.95 | 31.82 | 42.77 | 25.6% | 2.70 |
| 2007 | 10.26 | 31.89 | 42.15 | 24.4% | 2.78 |
| 2008 | 10.48 | 32.77 | 43.25 | 24.2% | 2.77 |
| 2009 | 9.41 | 32.08 | 41.49 | 22.7% | 2.83 |
| 2010 | 9.20 | 32.06 | 41.25 | 22.3% | 2.82 |
| 2011 | 9.32 | 33.21 | 42.53 | 21.9% | 2.76 |
| 2012 | 9.63 | 33.53 | 43.16 | 22.3% | 2.73 |
| 2013 | 9.98 | 34.63 | 44.61 | 22.4% | 2.69 |
| 2014 | 10.23 | 35.33 | 45.57 | 22.5% | 2.68 |
| 2015 | 11.27 | 36.82 | 48.09 | 23.4% | 2.63 |
| 2016 | 12.87 | 38.83 | 51.70 | 24.9% | 2.56 |
| 2017 | 13.43 | 40.63 | 54.06 | 24.8% | 2.54 |
| 2018 | 13.43 | 41.99 | 55.41 | 24.2% | 2.55 |
| 2019 | 13.02 | 42.86 | 55.88 | 23.3% | 2.58 |
| 2020 | 13.55 | 44.60 | 58.15 | 23.3% | 2.56 |
| 2021 | 14.92 | 46.97 | 61.88 | 24.1% | 2.52 |
| 2022 | 16.27 | 49.58 | 65.85 | 24.7% | 2.49 |
| 2023 | 16.84 | 51.71 | 68.55 | 24.6% | 2.49 |
| 2024 | 17.46 | 53.58 | 71.04 | 24.6% | 2.48 |
| 2025 | 18.29 | 55.54 | 73.83 | 24.8% | 2.46 |
| 2026 | 18.46 | 56.96 | 75.43 | 24.5% | 2.47 |
| 2027 | 18.51 | 58.16 | 76.67 | 24.1% | 2.47 |
| 2028 | 18.68 | 59.34 | 78.02 | 23.9% | 2.46 |
| 2029 | 18.90 | 60.14 | 79.05 | 23.9% | 2.46 |
| 2030 | 18.92 | 60.88 | 79.79 | 23.7% | 2.45 |
| 2031 | 18.67 | 61.77 | 80.44 | 23.2% | 2.45 |
| 2032 | 18.27 | 62.20 | 80.46 | 22.7% | 2.45 |
| 2033 | 17.91 | 62.71 | 80.62 | 22.2% | 2.46 |
| 2034 | 17.72 | 63.33 | 81.05 | 21.9% | 2.45 |
| 2035 | 17.50 | 63.97 | 81.47 | 21.5% | 2.45 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | |
|---|---|---|---|---|---|
| 2000-2010 | ERR | ERR | ERR | ERR | ERR |
| 2010-2020 | 3.95% | 3.38% | 3.49% | 0.44% | -0.95% |
| 2020-2030 | 3.40% | 3.16% | 3.21% | 0.18% | -0.44% |
| 2030-2035 | -1.55% | 1.00% | 0.42% | -1.96% | 0.03% |
| | | | | | |
| 2010-2035 | 2.61% | 2.80% | 2.76% | -0.15% | -0.55% |

## TABLE R1. ANCHORAGE BOROUGH CENSUS AREA

## 2009 HIGH CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE & SALARY EMPLOY (000) | TOTAL EMPLOY (000) | POPULA-TION (000) | POP / EMP (POR) (000) | HOUSE-HOLDS (000) | REAL PERSONAL INCOME (MILL 09$) | REAL PER CAP PERSONAL INCOME (09$) |
|---|---|---|---|---|---|---|---|
| 2000 | 130.9 | 179.6 | 260.3 | 0.00 | 0.0 | $0 | $0 |
| 2001 | 134.9 | 181.8 | 264.8 | 0.00 | 0.0 | $0 | $44,514 |
| 2002 | 137.9 | 185.6 | 267.7 | 0.00 | 0.0 | $0 | $44,888 |
| 2003 | 140.4 | 186.8 | 272.8 | 0.00 | 100.1 | $11,795 | $43,240 |
| 2004 | 142.0 | 190.2 | 277.5 | 0.00 | 101.5 | $12,313 | $44,373 |
| 2005 | 143.4 | 193.6 | 277.9 | 1.52 | 101.8 | $12,699 | $45,699 |
| 2006 | 146.3 | 198.4 | 282.7 | 1.51 | 103.6 | $13,197 | $46,679 |
| 2007 | 148.4 | 200.5 | 282.4 | 1.48 | 103.1 | $13,545 | $47,970 |
| 2008 | 151.5 | 204.2 | 285.5 | 1.47 | 105.4 | $14,125 | $49,476 |
| 2009 | 149.0 | 201.0 | 286.8 | 1.50 | 108.0 | $13,103 | $45,685 |
| 2010 | 147.5 | 199.4 | 289.3 | 1.52 | 109.2 | $13,092 | $45,257 |
| 2011 | 148.3 | 200.9 | 291.5 | 1.52 | 110.4 | $13,160 | $45,140 |
| 2012 | 148.8 | 201.9 | 292.3 | 1.52 | 110.9 | $13,183 | $45,100 |
| 2013 | 150.4 | 204.3 | 294.4 | 1.52 | 112.0 | $13,327 | $45,268 |
| 2014 | 152.5 | 207.3 | 298.4 | 1.52 | 113.8 | $13,579 | $45,511 |
| 2015 | 154.8 | 210.7 | 298.3 | 1.50 | 113.9 | $13,807 | $46,287 |
| 2016 | 157.6 | 215.3 | 300.4 | 1.50 | 114.6 | $14,091 | $46,913 |
| 2017 | 160.5 | 219.9 | 306.6 | 1.50 | 117.0 | $14,445 | $47,112 |
| 2018 | 164.4 | 225.6 | 314.6 | 1.51 | 120.1 | $14,830 | $47,147 |
| 2019 | 168.4 | 230.7 | 328.5 | 1.53 | 125.4 | $15,257 | $46,446 |
| 2020 | 172.1 | 236.0 | 330.9 | 1.51 | 126.4 | $15,573 | $47,056 |
| 2021 | 175.0 | 240.3 | 332.4 | 1.50 | 127.0 | $15,846 | $47,676 |
| 2022 | 178.2 | 245.0 | 336.5 | 1.50 | 128.6 | $16,144 | $47,972 |
| 2023 | 182.1 | 250.9 | 341.8 | 1.50 | 130.6 | $16,503 | $48,287 |
| 2024 | 185.5 | 255.7 | 346.6 | 1.50 | 132.5 | $16,811 | $48,505 |
| 2025 | 189.5 | 261.2 | 357.4 | 1.51 | 136.7 | $17,238 | $48,224 |
| 2026 | 193.1 | 266.4 | 364.1 | 1.51 | 139.4 | $17,590 | $48,311 |
| 2027 | 196.3 | 271.0 | 369.6 | 1.51 | 141.6 | $17,933 | $48,515 |
| 2028 | 199.2 | 275.2 | 374.3 | 1.51 | 143.5 | $18,254 | $48,775 |
| 2029 | 199.7 | 276.5 | 372.8 | 1.51 | 143.1 | $18,340 | $49,195 |
| 2030 | 200.3 | 277.7 | 370.3 | 1.49 | 142.3 | $18,460 | $49,855 |
| 2031 | 203.1 | 281.8 | 375.5 | 1.49 | 144.5 | $18,787 | $50,029 |
| 2032 | 204.9 | 284.4 | 379.6 | 1.50 | 146.3 | $19,051 | $50,191 |
| 2033 | 207.1 | 287.5 | 383.8 | 1.50 | 148.1 | $19,344 | $50,400 |
| 2034 | 209.5 | 290.9 | 388.1 | 1.50 | 150.0 | $19,624 | $50,564 |
| 2035 | 212.0 | 294.6 | 393.0 | 1.50 | 152.1 | $19,929 | $50,705 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | 1.20% | 1.05% | 1.06% | ERR | ERR | ERR | ERR |
| 2010-2020 | 1.53% | 1.70% | 1.35% | -0.05% | 1.47% | 1.75% | 0.39% |
| 2020-2030 | 1.53% | 1.64% | 1.13% | -0.14% | 1.20% | 1.72% | 0.58% |
| 2030-2035 | 1.15% | 1.19% | 1.20% | 0.09% | 1.34% | 1.54% | 0.34% |
| | | | | | | | |
| 2010-2035 | 1.48% | 1.57% | 1.23% | -0.06% | 1.33% | 1.69% | 0.46% |

TABLE R2. MATANUSKA-SUSITNA BOROUGH CENSUS AREA

2009 HIGH CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE & SALARY EMP (000) | TOTAL EMPLOY (000) | POPULA-TION (000) | POP / EMP (POR) (000) | HOUSE-HOLDS (000) | REAL PERSONAL INCOME (MILL 09$) | REAL PER CAP PERSONAL INCOME (09$) |
|---|---|---|---|---|---|---|---|
| 2000 | 12.4 | 21.2 | 59.3 | 0.00 | 0.0 | $0 | $0 |
| 2001 | 12.9 | 23.2 | 61.7 | 0.00 | 0.0 | $0 | $33,922 |
| 2002 | 13.9 | 25.1 | 64.3 | 0.00 | 0.0 | $0 | $33,722 |
| 2003 | 13.8 | 25.7 | 67.5 | 0.00 | 23.5 | $2,274 | $33,704 |
| 2004 | 15.1 | 27.8 | 70.4 | 0.00 | 24.4 | $2,412 | $34,275 |
| 2005 | 16.8 | 29.7 | 74.0 | 1.85 | 25.7 | $2,614 | $35,333 |
| 2006 | 17.2 | 30.7 | 77.1 | 1.85 | 26.8 | $2,821 | $36,570 |
| 2007 | 18.5 | 31.9 | 79.7 | 1.89 | 27.6 | $3,018 | $37,867 |
| 2008 | 19.2 | 32.8 | 82.0 | 1.90 | 28.7 | $3,152 | $38,444 |
| 2009 | 18.7 | 32.1 | 79.0 | 1.90 | 28.2 | $2,876 | $36,419 |
| 2010 | 18.8 | 32.1 | 80.2 | 1.94 | 28.7 | $2,875 | $35,896 |
| 2011 | 20.0 | 33.4 | 84.2 | 1.97 | 30.2 | $2,970 | $35,279 |
| 2012 | 20.3 | 34.0 | 86.3 | 1.97 | 31.1 | $3,025 | $35,055 |
| 2013 | 21.5 | 35.3 | 89.9 | 1.98 | 32.5 | $3,148 | $35,004 |
| 2014 | 22.3 | 36.3 | 91.9 | 1.97 | 33.3 | $3,254 | $35,395 |
| 2015 | 24.2 | 38.6 | 102.1 | 2.01 | 37.0 | $3,524 | $34,525 |
| 2016 | 26.7 | 41.6 | 114.7 | 2.04 | 41.6 | $3,910 | $34,105 |
| 2017 | 29.5 | 45.0 | 126.1 | 2.07 | 45.8 | $4,229 | $33,547 |
| 2018 | 32.5 | 48.5 | 135.2 | 2.08 | 49.1 | $4,501 | $33,285 |
| 2019 | 34.4 | 50.7 | 138.7 | 2.08 | 50.3 | $4,570 | $32,942 |
| 2020 | 37.4 | 54.2 | 149.8 | 2.09 | 54.4 | $4,876 | $32,554 |
| 2021 | 40.5 | 57.7 | 163.8 | 2.13 | 59.5 | $5,226 | $31,907 |
| 2022 | 43.5 | 61.3 | 175.7 | 2.14 | 63.9 | $5,577 | $31,751 |
| 2023 | 47.0 | 65.4 | 188.3 | 2.14 | 68.5 | $5,988 | $31,798 |
| 2024 | 50.1 | 69.0 | 199.9 | 2.15 | 72.7 | $6,304 | $31,540 |
| 2025 | 52.5 | 71.9 | 204.6 | 2.12 | 74.4 | $6,532 | $31,917 |
| 2026 | 55.2 | 75.1 | 213.4 | 2.12 | 77.6 | $6,829 | $32,005 |
| 2027 | 57.9 | 78.2 | 221.8 | 2.12 | 80.7 | $7,094 | $31,990 |
| 2028 | 60.6 | 81.3 | 230.6 | 2.11 | 84.0 | $7,386 | $32,033 |
| 2029 | 63.0 | 83.9 | 241.9 | 2.14 | 88.3 | $7,641 | $31,585 |
| 2030 | 65.2 | 86.4 | 250.6 | 2.16 | 91.6 | $7,833 | $31,255 |
| 2031 | 67.3 | 88.9 | 255.0 | 2.14 | 93.3 | $8,064 | $31,624 |
| 2032 | 68.9 | 90.7 | 259.5 | 2.14 | 95.1 | $8,200 | $31,596 |
| 2033 | 70.5 | 92.7 | 263.6 | 2.13 | 96.7 | $8,360 | $31,712 |
| 2034 | 72.4 | 94.9 | 268.8 | 2.12 | 98.7 | $8,574 | $31,892 |
| 2035 | 74.4 | 97.3 | 273.8 | 2.11 | 100.7 | $8,788 | $32,091 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | 4.29% | 4.25% | 3.06% | ERR | ERR | ERR | ERR |
| 2010-2020 | 7.10% | 5.37% | 6.44% | 0.75% | 6.59% | 5.42% | -0.96% |
| 2020-2030 | 5.72% | 4.77% | 5.28% | 0.31% | 5.36% | 4.88% | -0.41% |
| 2030-2035 | 2.69% | 2.41% | 1.79% | -0.46% | 1.91% | 2.33% | 0.53% |
| | | | | | | | |
| 2010-2035 | 5.65% | 4.53% | 5.03% | 0.33% | 5.15% | 4.57% | -0.44% |

## TABLE R3. REST OF THE STATE

## 2009 HIGH CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE & SALARY EMP (000) | TOTAL EMPLOY (000) | POPULA-TION (000) | POP / EMP (POR) (000) | HOUSE-HOLDS (000) | REAL PERSONAL INCOME (MILL 09$) | REAL PER CAP PERSONAL INCOME (09$) |
|---|---|---|---|---|---|---|---|
| 2000 | 137.4 | 194.3 | 307.9 | | | $23,628 | |
| 2001 | 140.1 | 196.6 | 305.4 | | | $24,515 | |
| 2002 | 140.5 | 200.6 | 308.2 | | | $24,903 | |
| 2003 | 142.7 | 198.4 | 306.9 | | 106.1 | $10,629 | |
| 2004 | 144.2 | 203.4 | 308.7 | | 106.3 | $10,967 | |
| 2005 | 147.5 | 207.6 | 311.2 | | 107.4 | $11,406 | |
| 2006 | 150.6 | 214.3 | 309.9 | | 107.0 | $11,852 | |
| 2007 | 150.3 | 213.9 | 312.4 | | 107.4 | $12,141 | |
| 2008 | 151.1 | 215.4 | 312.2 | | 108.5 | $12,689 | |
| 2009 | 148.7 | 212.1 | 316.4 | | 112.0 | $11,805 | |
| 2010 | 147.7 | 210.9 | 320.4 | | 113.8 | $11,790 | |
| 2011 | 149.8 | 213.8 | 323.2 | | 115.1 | $11,886 | |
| 2012 | 151.3 | 215.8 | 324.8 | | 116.0 | $11,926 | |
| 2013 | 153.4 | 218.9 | 323.5 | | 115.8 | $12,054 | |
| 2014 | 155.4 | 221.8 | 322.1 | | 115.6 | $12,248 | |
| 2015 | 158.8 | 226.6 | 325.5 | | 117.1 | $12,566 | |
| 2016 | 165.5 | 235.5 | 334.6 | | 120.6 | $13,036 | |
| 2017 | 170.7 | 242.6 | 345.6 | | 124.6 | $13,528 | |
| 2018 | 175.9 | 249.9 | 355.0 | | 128.0 | $13,994 | |
| 2019 | 175.7 | 250.9 | 360.1 | | 129.9 | $14,299 | |
| 2020 | 179.7 | 256.9 | 367.0 | | 132.7 | $14,712 | |
| 2021 | 183.4 | 262.3 | 375.2 | | 135.9 | $15,136 | |
| 2022 | 187.9 | 268.6 | 383.2 | | 138.9 | $15,566 | |
| 2023 | 193.3 | 276.3 | 391.6 | | 142.1 | $16,074 | |
| 2024 | 197.0 | 281.8 | 400.4 | | 145.4 | $16,492 | |
| 2025 | 200.6 | 287.2 | 407.9 | | 148.3 | $16,945 | |
| 2026 | 204.6 | 293.1 | 415.4 | | 151.1 | $17,377 | |
| 2027 | 207.9 | 298.0 | 422.8 | | 154.0 | $17,797 | |
| 2028 | 211.3 | 303.1 | 429.6 | | 156.7 | $18,213 | |
| 2029 | 213.1 | 305.8 | 435.0 | | 159.0 | $18,426 | |
| 2030 | 214.4 | 307.9 | 440.3 | | 161.2 | $18,664 | |
| 2031 | 217.6 | 312.6 | 445.1 | | 163.2 | $19,059 | |
| 2032 | 219.0 | 314.9 | 449.3 | | 165.1 | $19,337 | |
| 2033 | 220.9 | 318.0 | 453.4 | | 166.9 | $19,654 | |
| 2034 | 223.4 | 321.8 | 457.4 | | 168.6 | $19,982 | |
| 2035 | 226.0 | 325.7 | 461.7 | | 170.5 | $20,328 | |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 2000-2010 | 0.72% | 0.82% | 0.40% | ERR | ERR | -6.72% |
| 2010-2020 | 1.98% | 1.99% | 1.37% | ERR | 1.55% | 2.24% |
| 2020-2030 | 1.78% | 1.83% | 1.84% | ERR | 1.97% | 2.41% |
| 2030-2035 | 1.05% | 1.13% | 0.95% | ERR | 1.12% | 1.72% |
| | | | | | | |
| 2010-2035 | 1.72% | 1.75% | 1.47% | ERR | 1.63% | 2.20% |

TABLE R4. GREATER ANCHORAGE
(ANCHORAGE MUNICALITY +MATANUSKA SUSITNA BOROUGH)
SHARE OF TOTAL STATE

2009 HIGH CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GREATER ANCHORAGE | | ALASKA | | GREATER ANCHORAGE SHARE | |
|---|---|---|---|---|---|---|
| | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP |
| 2000 | 143.25 | 319.61 | 280.66 | 627.53 | 51.0% | 50.9% |
| 2001 | 147.80 | 326.52 | 287.94 | 631.96 | 51.3% | 51.7% |
| 2002 | 151.82 | 331.98 | 292.29 | 640.18 | 51.9% | 51.9% |
| 2003 | 154.20 | 340.25 | 296.88 | 647.19 | 51.9% | 52.6% |
| 2004 | 157.14 | 347.86 | 301.39 | 656.57 | 52.1% | 53.0% |
| 2005 | 160.25 | 351.87 | 307.76 | 663.09 | 52.1% | 53.1% |
| 2006 | 163.51 | 359.85 | 314.14 | 669.72 | 52.0% | 53.7% |
| 2007 | 166.87 | 362.07 | 317.19 | 674.51 | 52.6% | 53.7% |
| 2008 | 170.66 | 367.49 | 321.79 | 679.72 | 53.0% | 54.1% |
| 2009 | 167.74 | 365.79 | 316.42 | 682.16 | 53.0% | 53.6% |
| 2010 | 166.33 | 369.51 | 314.00 | 689.94 | 53.0% | 53.6% |
| 2011 | 168.27 | 375.71 | 318.04 | 698.90 | 52.9% | 53.8% |
| 2012 | 169.15 | 378.58 | 320.44 | 703.40 | 52.8% | 53.8% |
| 2013 | 171.89 | 384.32 | 325.27 | 707.86 | 52.8% | 54.3% |
| 2014 | 174.81 | 390.28 | 330.23 | 712.36 | 52.9% | 54.8% |
| 2015 | 179.00 | 400.34 | 337.80 | 725.84 | 53.0% | 55.2% |
| 2016 | 184.26 | 415.03 | 349.81 | 749.66 | 52.7% | 55.4% |
| 2017 | 190.02 | 432.67 | 360.70 | 778.29 | 52.7% | 55.6% |
| 2018 | 196.89 | 449.78 | 372.76 | 804.76 | 52.8% | 55.9% |
| 2019 | 202.86 | 467.21 | 378.60 | 827.29 | 53.6% | 56.5% |
| 2020 | 209.42 | 480.72 | 389.10 | 847.71 | 53.8% | 56.7% |
| 2021 | 215.50 | 496.16 | 398.94 | 871.36 | 54.0% | 56.9% |
| 2022 | 221.71 | 512.17 | 409.63 | 895.34 | 54.1% | 57.2% |
| 2023 | 229.12 | 530.08 | 422.46 | 921.72 | 54.2% | 57.5% |
| 2024 | 235.57 | 546.45 | 432.54 | 946.82 | 54.5% | 57.7% |
| 2025 | 242.03 | 562.09 | 442.64 | 969.97 | 54.7% | 57.9% |
| 2026 | 248.36 | 577.48 | 452.99 | 992.85 | 54.8% | 58.2% |
| 2027 | 254.18 | 591.39 | 462.07 | 1014.16 | 55.0% | 58.3% |
| 2028 | 259.74 | 604.81 | 471.03 | 1034.40 | 55.1% | 58.5% |
| 2029 | 262.67 | 614.72 | 475.73 | 1049.69 | 55.2% | 58.6% |
| 2030 | 265.43 | 620.91 | 479.87 | 1061.23 | 55.3% | 58.5% |
| 2031 | 270.35 | 630.52 | 487.94 | 1075.62 | 55.4% | 58.6% |
| 2032 | 273.80 | 639.11 | 492.80 | 1088.37 | 55.6% | 58.7% |
| 2033 | 277.66 | 647.43 | 498.59 | 1100.83 | 55.7% | 58.8% |
| 2034 | 281.92 | 656.94 | 505.34 | 1114.30 | 55.8% | 59.0% |
| 2035 | 286.43 | 666.86 | 512.40 | 1128.52 | 55.9% | 59.1% |
| ANNUAL AVERAGE GROWTH RATE | | | | | | |
| 2000-2010 | 1.50% | 1.46% | 1.13% | 0.95% | 0.37% | 0.50% |
| 2010-2020 | 2.33% | 2.67% | 2.17% | 2.08% | 0.16% | 0.57% |
| 2020-2030 | 2.40% | 2.59% | 2.12% | 2.27% | 0.27% | 0.31% |
| 2030-2035 | 1.53% | 1.44% | 1.32% | 1.24% | 0.21% | 0.20% |
| 2010-2035 | 2.20% | 2.39% | 1.98% | 1.99% | 0.22% | 0.39% |

TABLE R5. GREATER ANCHORAGE
(ANCHORAGE MUNICALITY +MATANUSKA SUSITNA BOROUGH)
SHARE OF TOTAL STATE

2009 HIGH CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GREATER ANCHORAGE | | | GREATER ANCHORAGE SHARE | | |
|---|---|---|---|---|---|---|
| | W&S EMPLOYMENT | POP | HOUSEHOLDS | W&S EMPLOYMENT | POP | HOUSEHOLDS |
| 2000 | 143.25 | 319.61 | 0.00 | 51.0% | 50.9% | 0.0% |
| 2001 | 147.80 | 326.52 | 0.00 | 51.3% | 51.7% | 0.0% |
| 2002 | 151.82 | 331.98 | 0.00 | 51.9% | 51.9% | 0.0% |
| 2003 | 154.20 | 340.25 | 123.60 | 51.9% | 52.6% | 53.8% |
| 2004 | 157.14 | 347.86 | 125.83 | 52.1% | 53.0% | 54.2% |
| 2005 | 160.25 | 351.87 | 127.46 | 52.1% | 53.1% | 54.3% |
| 2006 | 163.51 | 359.85 | 130.46 | 52.0% | 53.7% | 54.9% |
| 2007 | 166.87 | 362.07 | 130.65 | 52.8% | 53.7% | 54.9% |
| 2008 | 170.66 | 367.49 | 134.13 | 53.0% | 54.1% | 55.3% |
| 2009 | 167.74 | 365.79 | 136.17 | 53.0% | 53.6% | 54.9% |
| 2010 | 166.33 | 369.51 | 137.94 | 53.0% | 53.6% | 54.8% |
| 2011 | 168.27 | 375.71 | 140.58 | 52.9% | 53.8% | 55.0% |
| 2012 | 169.15 | 378.58 | 142.00 | 52.8% | 53.8% | 55.0% |
| 2013 | 171.89 | 384.32 | 144.45 | 52.8% | 54.3% | 55.5% |
| 2014 | 174.81 | 390.28 | 147.01 | 52.9% | 54.8% | 56.0% |
| 2015 | 179.00 | 400.34 | 150.86 | 53.0% | 55.2% | 56.3% |
| 2016 | 184.26 | 415.03 | 156.24 | 52.7% | 55.4% | 56.4% |
| 2017 | 190.02 | 432.67 | 162.78 | 52.7% | 55.6% | 56.6% |
| 2018 | 196.89 | 449.78 | 169.17 | 52.8% | 55.9% | 56.9% |
| 2019 | 202.86 | 467.21 | 175.74 | 53.6% | 56.5% | 57.5% |
| 2020 | 209.42 | 480.72 | 180.73 | 53.8% | 56.7% | 57.7% |
| 2021 | 215.50 | 496.16 | 186.50 | 54.0% | 56.9% | 57.9% |
| 2022 | 221.71 | 512.17 | 192.48 | 54.1% | 57.2% | 58.1% |
| 2023 | 229.12 | 530.08 | 199.10 | 54.2% | 57.5% | 58.4% |
| 2024 | 235.57 | 546.45 | 205.24 | 54.5% | 57.7% | 58.5% |
| 2025 | 242.03 | 562.09 | 211.18 | 54.7% | 57.9% | 58.8% |
| 2026 | 248.36 | 577.48 | 217.00 | 54.8% | 58.2% | 58.9% |
| 2027 | 254.18 | 591.39 | 222.28 | 55.0% | 58.3% | 59.1% |
| 2028 | 259.74 | 604.81 | 227.46 | 55.1% | 58.5% | 59.2% |
| 2029 | 262.67 | 614.72 | 231.34 | 55.2% | 58.6% | 59.3% |
| 2030 | 265.43 | 620.91 | 233.91 | 55.3% | 58.5% | 59.2% |
| 2031 | 270.35 | 630.52 | 237.81 | 55.4% | 58.6% | 59.3% |
| 2032 | 273.80 | 639.11 | 241.35 | 55.6% | 58.7% | 59.4% |
| 2033 | 277.66 | 647.43 | 244.83 | 55.7% | 58.8% | 59.5% |
| 2034 | 281.92 | 656.94 | 248.74 | 55.8% | 59.0% | 59.6% |
| 2035 | 286.43 | 666.86 | 252.80 | 55.9% | 59.1% | 59.7% |
| ANNUAL AVERAGE GROWTH RATE | | | | | | |
| 2000-2010 | 1.50% | 1.46% | ERR | 0.37% | 0.50% | ERR |
| 2010-2020 | 2.33% | 2.67% | 2.74% | 0.16% | 0.57% | 0.51% |
| 2020-2030 | 2.40% | 2.59% | 2.61% | 0.27% | 0.31% | 0.28% |
| 2030-2035 | 1.53% | 1.44% | 1.57% | 0.21% | 0.20% | 0.18% |
| 2010-2035 | 2.20% | 2.39% | 2.45% | 0.22% | 0.39% | 0.35% |

## TABLE R6. MATSU SHARE OF GREATER ANCHORAGE

## 2009 HIGH CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GREATER ANCHORAGE | | MATSU BOROUGH | | MATSU BOROUGH SHARE | |
|---|---|---|---|---|---|---|
| | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP |
| 2000 | 143.25 | 319.61 | 12.36 | 59.32 | 8.6% | 18.6% |
| 2001 | 147.80 | 326.52 | 12.87 | 61.74 | 8.7% | 18.9% |
| 2002 | 151.82 | 331.98 | 13.90 | 64.31 | 9.2% | 19.4% |
| 2003 | 154.20 | 340.25 | 13.83 | 67.47 | 9.0% | 19.8% |
| 2004 | 157.14 | 347.86 | 15.11 | 70.37 | 9.6% | 20.2% |
| 2005 | 160.25 | 351.87 | 16.80 | 73.98 | 10.5% | 21.0% |
| 2006 | 163.51 | 359.85 | 17.24 | 77.13 | 10.5% | 21.4% |
| 2007 | 166.87 | 362.07 | 18.47 | 79.70 | 11.1% | 22.0% |
| 2008 | 170.66 | 367.49 | 19.16 | 82.00 | 11.2% | 22.3% |
| 2009 | 167.74 | 365.79 | 18.73 | 78.98 | 11.2% | 21.6% |
| 2010 | 166.33 | 369.51 | 18.81 | 80.22 | 11.3% | 21.7% |
| 2011 | 168.27 | 375.71 | 19.96 | 84.17 | 11.9% | 22.4% |
| 2012 | 169.15 | 378.58 | 20.35 | 86.28 | 12.0% | 22.8% |
| 2013 | 171.89 | 384.32 | 21.46 | 89.92 | 12.5% | 23.4% |
| 2014 | 174.81 | 390.28 | 22.26 | 91.92 | 12.7% | 23.6% |
| 2015 | 179.00 | 400.34 | 24.17 | 102.06 | 13.5% | 25.5% |
| 2016 | 184.26 | 415.03 | 26.67 | 114.66 | 14.5% | 27.6% |
| 2017 | 190.02 | 432.67 | 29.51 | 126.06 | 15.5% | 29.1% |
| 2018 | 196.89 | 449.78 | 32.47 | 135.23 | 16.5% | 30.1% |
| 2019 | 202.86 | 467.21 | 34.43 | 138.72 | 17.0% | 29.7% |
| 2020 | 209.42 | 480.72 | 37.36 | 149.77 | 17.8% | 31.2% |
| 2021 | 215.50 | 496.16 | 40.46 | 163.79 | 18.8% | 33.0% |
| 2022 | 221.71 | 512.17 | 43.51 | 175.65 | 19.6% | 34.3% |
| 2023 | 229.12 | 530.08 | 46.99 | 188.31 | 20.5% | 35.5% |
| 2024 | 235.57 | 546.45 | 50.12 | 199.87 | 21.3% | 36.6% |
| 2025 | 242.03 | 562.09 | 52.53 | 204.64 | 21.7% | 36.4% |
| 2026 | 248.36 | 577.48 | 55.23 | 213.38 | 22.2% | 36.9% |
| 2027 | 254.18 | 591.39 | 57.90 | 221.76 | 22.8% | 37.5% |
| 2028 | 259.74 | 604.81 | 60.56 | 230.56 | 23.3% | 38.1% |
| 2029 | 262.67 | 614.72 | 62.95 | 241.93 | 24.0% | 39.4% |
| 2030 | 265.43 | 620.91 | 65.16 | 250.63 | 24.5% | 40.4% |
| 2031 | 270.35 | 630.52 | 67.26 | 255.00 | 24.9% | 40.4% |
| 2032 | 273.80 | 639.11 | 68.86 | 259.53 | 25.2% | 40.6% |
| 2033 | 277.66 | 647.43 | 70.55 | 263.62 | 25.4% | 40.7% |
| 2034 | 281.92 | 656.94 | 72.45 | 268.84 | 25.7% | 40.9% |
| 2035 | 286.43 | 666.86 | 74.40 | 273.83 | 26.0% | 41.1% |
| ANNUAL AVERAGE GROWTH RATE | | | | | | |
| 2000-2010 | 1.50% | 1.46% | 4.29% | 3.06% | 2.74% | 1.58% |
| 2010-2020 | 2.33% | 2.67% | 7.10% | 6.44% | 4.68% | 3.68% |
| 2020-2030 | 2.40% | 2.59% | 5.72% | 5.28% | 3.24% | 2.62% |
| 2030-2035 | 1.53% | 1.44% | 2.69% | 1.79% | 1.14% | 0.34% |
| 2010-2035 | 2.20% | 2.38% | 5.65% | 5.03% | 3.38% | 2.58% |

## TABLE R7. MATSU RESIDENTS

## 2009 HIGH CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | COMMUTING TO ANCHORAGE | WORKING IN MATSU | TOTAL RESIDENT WORKERS | SHARE COMMUTING TO ANCHORAGE |
|---|---|---|---|---|
| 2000 | | | | |
| 2001 | | | | |
| 2002 | | | | |
| 2003 | | | | |
| 2004 | | | | |
| 2005 | | | | |
| 2006 | 10.95 | 31.82 | 42.77 | 0.26 |
| 2007 | 10.26 | 31.89 | 42.15 | 0.24 |
| 2008 | 10.48 | 32.77 | 43.25 | 0.24 |
| 2009 | 9.39 | 32.11 | 41.50 | 0.23 |
| 2010 | 9.15 | 32.11 | 41.26 | 0.22 |
| 2011 | 9.37 | 33.45 | 42.82 | 0.22 |
| 2012 | 9.73 | 33.96 | 43.69 | 0.22 |
| 2013 | 10.15 | 35.29 | 45.44 | 0.22 |
| 2014 | 10.44 | 36.33 | 46.77 | 0.22 |
| 2015 | 12.18 | 38.58 | 50.76 | 0.24 |
| 2016 | 14.53 | 41.62 | 56.16 | 0.26 |
| 2017 | 15.80 | 44.97 | 60.76 | 0.26 |
| 2018 | 16.64 | 48.49 | 65.13 | 0.26 |
| 2019 | 15.87 | 50.74 | 66.62 | 0.24 |
| 2020 | 17.34 | 54.17 | 71.51 | 0.24 |
| 2021 | 19.29 | 57.72 | 77.01 | 0.25 |
| 2022 | 20.89 | 61.27 | 82.16 | 0.25 |
| 2023 | 22.75 | 65.36 | 88.12 | 0.26 |
| 2024 | 24.17 | 68.97 | 93.15 | 0.26 |
| 2025 | 24.46 | 71.87 | 96.33 | 0.25 |
| 2026 | 25.67 | 75.08 | 100.76 | 0.25 |
| 2027 | 26.63 | 78.20 | 104.83 | 0.25 |
| 2028 | 27.75 | 81.30 | 109.05 | 0.25 |
| 2029 | 28.92 | 83.94 | 112.86 | 0.26 |
| 2030 | 29.67 | 86.35 | 116.02 | 0.26 |
| 2031 | 30.29 | 88.86 | 119.15 | 0.25 |
| 2032 | 30.62 | 90.71 | 121.33 | 0.25 |
| 2033 | 31.05 | 92.69 | 123.75 | 0.25 |
| 2034 | 31.79 | 94.94 | 126.73 | 0.25 |
| 2035 | 32.48 | 97.26 | 129.75 | 0.25 |

ANNUAL AVERAGE GROWTH RATE

| | | | | |
|---|---|---|---|---|
| 2000-2010 | ERR | ERR | ERR | ERR |
| 2010-2020 | 6.59% | 5.37% | 5.65% | 0.89% |
| 2020-2030 | 5.52% | 4.77% | 4.96% | 0.53% |
| 2030-2035 | 1.83% | 2.41% | 2.28% | -0.42% |
| | | | | |
| 2010-2035 | 5.20% | 4.53% | 4.69% | 0.48% |

TABLE R1. ANCHORAGE BOROUGH CENSUS AREA

2009 LOW CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE & SALARY EMPLOY (000) | TOTAL EMPLOY (000) | POPULA-TION (000) | POP / EMP (POR) (000) | HOUSE-HOLDS (000) | REAL PERSONAL INCOME (MILL 09$) | REAL PER CAP PERSONAL INCOME (09$) |
|---|---|---|---|---|---|---|---|
| 2000 | 130.9 | 179.6 | 260.3 | 0.00 | 0.0 | $0 | $0 |
| 2001 | 134.9 | 181.8 | 264.8 | 0.00 | 0.0 | $0 | $44,514 |
| 2002 | 137.9 | 185.6 | 267.7 | 0.00 | 0.0 | $0 | $44,888 |
| 2003 | 140.4 | 186.8 | 272.8 | 0.00 | 100.1 | $11,795 | $43,240 |
| 2004 | 142.0 | 190.2 | 277.5 | 0.00 | 101.5 | $12,313 | $44,373 |
| 2005 | 143.4 | 193.6 | 277.9 | 1.52 | 101.8 | $12,699 | $45,699 |
| 2006 | 146.3 | 198.4 | 282.7 | 1.51 | 103.6 | $13,197 | $46,679 |
| 2007 | 148.4 | 200.5 | 282.4 | 1.48 | 103.1 | $13,545 | $47,968 |
| 2008 | 151.5 | 204.2 | 286.1 | 1.48 | 105.6 | $14,125 | $49,375 |
| 2009 | 149.3 | 201.3 | 287.2 | 1.50 | 108.1 | $13,109 | $45,637 |
| 2010 | 147.3 | 198.7 | 288.2 | 1.52 | 108.9 | $13,080 | $45,204 |
| 2011 | 147.2 | 198.6 | 286.9 | 1.52 | 108.7 | $12,966 | $45,187 |
| 2012 | 146.7 | 197.9 | 285.0 | 1.51 | 108.3 | $12,868 | $45,148 |
| 2013 | 146.2 | 197.1 | 281.4 | 1.50 | 107.3 | $12,786 | $45,446 |
| 2014 | 145.9 | 196.7 | 277.9 | 1.49 | 106.3 | $12,764 | $45,924 |
| 2015 | 146.6 | 197.3 | 281.0 | 1.49 | 107.7 | $12,845 | $45,710 |
| 2016 | 146.9 | 197.5 | 284.2 | 1.51 | 109.2 | $12,865 | $45,260 |
| 2017 | 147.3 | 197.8 | 287.2 | 1.52 | 110.6 | $12,886 | $44,866 |
| 2018 | 148.9 | 199.5 | 292.9 | 1.53 | 112.9 | $12,997 | $44,375 |
| 2019 | 150.0 | 200.6 | 298.9 | 1.55 | 115.4 | $13,087 | $43,788 |
| 2020 | 151.2 | 201.8 | 306.4 | 1.57 | 118.4 | $13,181 | $43,018 |
| 2021 | 151.4 | 201.9 | 305.4 | 1.57 | 118.2 | $13,180 | $43,157 |
| 2022 | 151.6 | 202.2 | 304.3 | 1.57 | 117.9 | $13,198 | $43,376 |
| 2023 | 152.3 | 203.0 | 304.3 | 1.57 | 117.9 | $13,270 | $43,614 |
| 2024 | 153.1 | 204.0 | 304.8 | 1.57 | 118.2 | $13,329 | $43,736 |
| 2025 | 155.0 | 206.6 | 306.5 | 1.56 | 118.8 | $13,493 | $44,021 |
| 2026 | 157.0 | 209.5 | 311.0 | 1.57 | 120.5 | $13,681 | $43,986 |
| 2027 | 158.5 | 211.3 | 315.6 | 1.59 | 122.2 | $13,842 | $43,855 |
| 2028 | 159.4 | 212.2 | 317.5 | 1.59 | 123.0 | $13,915 | $43,821 |
| 2029 | 158.7 | 210.8 | 315.5 | 1.58 | 122.5 | $13,836 | $43,853 |
| 2030 | 158.1 | 209.9 | 310.4 | 1.57 | 120.6 | $13,761 | $44,337 |
| 2031 | 158.0 | 209.5 | 309.6 | 1.57 | 120.5 | $13,752 | $44,425 |
| 2032 | 157.4 | 208.5 | 308.6 | 1.57 | 120.3 | $13,727 | $44,480 |
| 2033 | 157.2 | 208.1 | 307.9 | 1.57 | 120.2 | $13,725 | $44,568 |
| 2034 | 157.2 | 208.0 | 308.2 | 1.57 | 120.4 | $13,739 | $44,572 |
| 2035 | 157.0 | 207.5 | 307.8 | 1.57 | 120.4 | $13,735 | $44,624 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | 1.19% | 1.02% | 1.03% | ERR | ERR | ERR | ERR |
| 2010-2020 | 0.26% | 0.16% | 0.61% | 0.32% | 0.84% | 0.12% | -0.49% |
| 2020-2030 | 0.45% | 0.39% | 0.13% | -0.03% | 0.19% | 0.43% | 0.30% |
| 2030-2035 | -0.14% | -0.23% | -0.17% | -0.01% | -0.04% | -0.04% | 0.13% |
| | | | | | | | |
| 2010-2035 | 0.26% | 0.17% | 0.26% | 0.12% | 0.40% | 0.21% | -0.05% |

TABLE R2. MATANUSKA-SUSITNA BOROUGH CENSUS AREA

2009 LOW CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE & SALARY EMP (000) | TOTAL EMPLOY (000) | POPULA-TION (000) | POP / EMP (POR) (000) | HOUSE-HOLDS (000) | REAL PERSONAL INCOME (MILL 09$) | REAL PER CAP PERSONAL INCOME (09$) |
|---|---|---|---|---|---|---|---|
| 2000 | 12.4 | 21.2 | 59.3 | 0.00 | 0.0 | $0 | $0 |
| 2001 | 12.9 | 23.2 | 61.7 | 0.00 | 0.0 | $0 | $33,922 |
| 2002 | 13.9 | 25.1 | 64.3 | 0.00 | 0.0 | $0 | $33,722 |
| 2003 | 13.8 | 25.7 | 67.5 | 0.00 | 23.5 | $2,274 | $33,704 |
| 2004 | 15.1 | 27.8 | 70.4 | 0.00 | 24.4 | $2,412 | $34,275 |
| 2005 | 16.8 | 29.7 | 74.0 | 1.85 | 25.7 | $2,614 | $35,333 |
| 2006 | 17.2 | 30.7 | 77.1 | 1.85 | 26.8 | $2,821 | $36,570 |
| 2007 | 18.5 | 31.9 | 79.7 | 1.89 | 27.6 | $3,019 | $37,875 |
| 2008 | 19.2 | 32.8 | 81.6 | 1.89 | 28.6 | $3,152 | $38,614 |
| 2009 | 18.6 | 32.0 | 78.9 | 1.90 | 28.1 | $2,875 | $36,452 |
| 2010 | 18.4 | 31.7 | 79.8 | 1.95 | 28.6 | $2,848 | $35,671 |
| 2011 | 19.3 | 32.5 | 83.2 | 1.99 | 29.9 | $2,896 | $34,815 |
| 2012 | 19.2 | 32.4 | 83.5 | 2.00 | 30.1 | $2,882 | $34,502 |
| 2013 | 19.2 | 32.4 | 84.2 | 2.01 | 30.5 | $2,881 | $34,209 |
| 2014 | 19.2 | 32.4 | 84.6 | 2.01 | 30.7 | $2,892 | $34,167 |
| 2015 | 19.0 | 32.2 | 82.1 | 1.98 | 29.9 | $2,864 | $34,877 |
| 2016 | 18.6 | 31.8 | 79.7 | 1.96 | 29.0 | $2,817 | $35,368 |
| 2017 | 18.2 | 31.4 | 76.8 | 1.93 | 28.0 | $2,759 | $35,926 |
| 2018 | 18.0 | 31.3 | 73.9 | 1.89 | 27.0 | $2,728 | $36,894 |
| 2019 | 17.7 | 31.0 | 71.2 | 1.86 | 26.0 | $2,680 | $37,654 |
| 2020 | 17.3 | 30.6 | 68.6 | 1.83 | 25.1 | $2,632 | $38,356 |
| 2021 | 17.7 | 31.0 | 71.9 | 1.87 | 26.3 | $2,681 | $37,294 |
| 2022 | 18.4 | 31.7 | 76.1 | 1.91 | 27.9 | $2,767 | $36,362 |
| 2023 | 19.1 | 32.5 | 80.3 | 1.95 | 29.5 | $2,863 | $35,674 |
| 2024 | 19.8 | 33.4 | 84.5 | 1.98 | 31.0 | $2,958 | $35,013 |
| 2025 | 21.0 | 34.8 | 90.0 | 1.99 | 33.1 | $3,134 | $34,812 |
| 2026 | 22.3 | 36.4 | 96.5 | 2.01 | 35.5 | $3,344 | $34,652 |
| 2027 | 23.1 | 37.3 | 100.4 | 2.03 | 36.9 | $3,456 | $34,423 |
| 2028 | 23.5 | 37.7 | 101.7 | 2.04 | 37.4 | $3,469 | $34,129 |
| 2029 | 23.3 | 37.3 | 101.3 | 2.07 | 37.3 | $3,376 | $33,323 |
| 2030 | 23.5 | 37.4 | 102.8 | 2.09 | 37.9 | $3,373 | $32,815 |
| 2031 | 23.5 | 37.4 | 103.4 | 2.10 | 38.2 | $3,380 | $32,699 |
| 2032 | 23.3 | 37.1 | 102.7 | 2.11 | 38.0 | $3,342 | $32,555 |
| 2033 | 23.2 | 37.0 | 102.0 | 2.11 | 37.8 | $3,325 | $32,610 |
| 2034 | 23.2 | 36.9 | 101.4 | 2.10 | 37.6 | $3,314 | $32,683 |
| 2035 | 23.0 | 36.7 | 100.6 | 2.11 | 37.4 | $3,283 | $32,635 |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 2000-2010 | 4.09% | 4.10% | 3.01% | ERR | ERR | ERR | ERR |
| 2010-2020 | -0.61% | -0.33% | -1.50% | -0.64% | -1.32% | -0.79% | 0.73% |
| 2020-2030 | 3.06% | 2.02% | 4.12% | 1.31% | 4.23% | 2.51% | -1.55% |
| 2030-2035 | -0.35% | -0.37% | -0.43% | 0.20% | -0.30% | -0.54% | -0.11% |
| | | | | | | | |
| 2010-2035 | 0.89% | 0.60% | 0.93% | 0.30% | 1.07% | 0.57% | -0.36% |

## TABLE R3. REST OF THE STATE

## 2009 LOW CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | WAGE & SALARY EMP (000) | TOTAL EMPLOY (000) | POPULA-TION (000) | POP / EMP (POR) (000) | HOUSE-HOLDS (000) | REAL PERSONAL INCOME (MILL 09$) | REAL PER CAP PERSONAL INCOME (09$) |
|---|---|---|---|---|---|---|---|
| 2000 | 137.4 | 194.3 | 307.9 | | | $23,628 | |
| 2001 | 140.1 | 196.6 | 305.4 | | | $24,515 | |
| 2002 | 140.5 | 200.6 | 308.2 | | | $24,903 | |
| 2003 | 142.7 | 198.4 | 306.9 | | 106.1 | $10,629 | |
| 2004 | 144.2 | 203.4 | 308.7 | | 106.3 | $10,967 | |
| 2005 | 147.5 | 207.6 | 311.2 | | 107.4 | $11,406 | |
| 2006 | 150.6 | 214.3 | 309.9 | | 107.0 | $11,852 | |
| 2007 | 150.3 | 213.9 | 312.4 | | 107.4 | $12,141 | |
| 2008 | 151.1 | 215.4 | 312.0 | | 108.5 | $12,690 | |
| 2009 | 148.8 | 212.2 | 316.2 | | 112.0 | $11,810 | |
| 2010 | 147.1 | 209.8 | 320.4 | | 113.8 | $11,737 | |
| 2011 | 147.6 | 210.4 | 323.4 | | 115.3 | $11,732 | |
| 2012 | 148.1 | 210.7 | 324.8 | | 116.1 | $11,663 | |
| 2013 | 148.0 | 210.4 | 324.1 | | 116.2 | $11,606 | |
| 2014 | 147.9 | 210.1 | 321.8 | | 115.8 | $11,590 | |
| 2015 | 148.6 | 210.7 | 321.3 | | 115.9 | $11,636 | |
| 2016 | 148.9 | 210.9 | 321.0 | | 115.9 | $11,602 | |
| 2017 | 149.1 | 211.0 | 320.8 | | 116.0 | $11,578 | |
| 2018 | 150.7 | 212.9 | 320.4 | | 116.0 | $11,623 | |
| 2019 | 151.1 | 213.3 | 320.4 | | 116.1 | $11,637 | |
| 2020 | 151.0 | 213.2 | 320.3 | | 116.1 | $11,630 | |
| 2021 | 151.3 | 213.6 | 322.2 | | 117.0 | $11,650 | |
| 2022 | 151.9 | 214.2 | 323.8 | | 117.7 | $11,706 | |
| 2023 | 152.9 | 215.4 | 325.7 | | 118.5 | $11,813 | |
| 2024 | 153.8 | 216.6 | 327.1 | | 119.2 | $11,893 | |
| 2025 | 157.3 | 220.9 | 329.7 | | 120.2 | $12,108 | |
| 2026 | 161.1 | 225.8 | 333.7 | | 121.7 | $12,343 | |
| 2027 | 162.8 | 227.9 | 337.3 | | 123.0 | $12,515 | |
| 2028 | 162.5 | 227.6 | 338.4 | | 123.4 | $12,574 | |
| 2029 | 159.3 | 223.7 | 338.3 | | 123.5 | $12,477 | |
| 2030 | 158.4 | 222.4 | 338.2 | | 123.7 | $12,452 | |
| 2031 | 157.8 | 221.6 | 336.9 | | 123.4 | $12,437 | |
| 2032 | 156.6 | 219.9 | 335.8 | | 123.1 | $12,390 | |
| 2033 | 156.3 | 219.4 | 334.6 | | 122.9 | $12,376 | |
| 2034 | 156.2 | 219.2 | 333.9 | | 122.7 | $12,375 | |
| 2035 | 155.5 | 218.2 | 333.7 | | 122.8 | $12,360 | |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 2000-2010 | 0.68% | 0.77% | 0.40% | ERR | ERR | -6.76% |
| 2010-2020 | 0.27% | 0.16% | -0.00% | ERR | 0.20% | -0.09% |
| 2020-2030 | 0.48% | 0.42% | 0.55% | ERR | 0.63% | 0.69% |
| 2030-2035 | -0.37% | -0.38% | -0.27% | ERR | -0.15% | -0.15% |
| | | | | | | |
| 2010-2035 | 0.22% | 0.16% | 0.16% | ERR | 0.30% | 0.21% |

## TABLE R4. GREATER ANCHORAGE (ANCHORAGE MUNICALITY +MATANUSKA SUSITNA BOROUGH) SHARE OF TOTAL STATE

### 2009 LOW CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GREATER ANCHORAGE | | ALASKA | | GREATER ANCHORAGE SHARE | |
|---|---|---|---|---|---|---|
| | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP |
| 2000 | 143.25 | 319.61 | 280.66 | 627.53 | 51.0% | 50.9% |
| 2001 | 147.80 | 326.52 | 287.94 | 631.96 | 51.3% | 51.7% |
| 2002 | 151.82 | 331.98 | 292.29 | 640.18 | 51.9% | 51.9% |
| 2003 | 154.20 | 340.25 | 296.88 | 647.19 | 51.9% | 52.6% |
| 2004 | 157.14 | 347.86 | 301.39 | 656.57 | 52.1% | 53.0% |
| 2005 | 160.25 | 351.87 | 307.76 | 663.09 | 52.1% | 53.1% |
| 2006 | 163.51 | 359.85 | 314.14 | 669.72 | 52.0% | 53.7% |
| 2007 | 166.88 | 362.07 | 317.19 | 674.51 | 52.6% | 53.7% |
| 2008 | 170.68 | 367.70 | 321.83 | 679.72 | 53.0% | 54.1% |
| 2009 | 167.84 | 366.10 | 316.61 | 682.35 | 53.0% | 53.7% |
| 2010 | 165.75 | 368.08 | 312.80 | 688.48 | 53.0% | 53.5% |
| 2011 | 166.49 | 370.14 | 314.14 | 693.54 | 53.0% | 53.4% |
| 2012 | 165.90 | 368.55 | 314.01 | 693.36 | 52.8% | 53.2% |
| 2013 | 165.35 | 365.56 | 313.38 | 689.61 | 52.8% | 53.0% |
| 2014 | 165.16 | 362.56 | 313.10 | 684.34 | 52.7% | 53.0% |
| 2015 | 165.62 | 363.14 | 314.20 | 684.48 | 52.7% | 53.1% |
| 2016 | 165.52 | 363.89 | 314.43 | 684.87 | 52.6% | 53.1% |
| 2017 | 165.56 | 363.99 | 314.66 | 684.79 | 52.6% | 53.2% |
| 2018 | 166.88 | 366.83 | 317.53 | 687.22 | 52.6% | 53.4% |
| 2019 | 167.64 | 370.05 | 318.73 | 690.40 | 52.6% | 53.6% |
| 2020 | 168.56 | 375.01 | 319.58 | 695.32 | 52.7% | 53.9% |
| 2021 | 169.09 | 377.31 | 320.43 | 699.47 | 52.8% | 53.9% |
| 2022 | 169.98 | 380.35 | 321.84 | 704.13 | 52.8% | 54.0% |
| 2023 | 171.36 | 384.53 | 324.26 | 710.20 | 52.8% | 54.1% |
| 2024 | 172.93 | 389.23 | 326.76 | 716.32 | 52.9% | 54.3% |
| 2025 | 175.94 | 396.53 | 333.22 | 726.27 | 52.8% | 54.6% |
| 2026 | 179.35 | 407.54 | 340.49 | 741.28 | 52.7% | 55.0% |
| 2027 | 181.62 | 416.03 | 344.40 | 753.37 | 52.7% | 55.2% |
| 2028 | 182.87 | 419.19 | 345.35 | 757.54 | 53.0% | 55.3% |
| 2029 | 181.97 | 416.83 | 341.25 | 755.11 | 53.3% | 55.2% |
| 2030 | 181.57 | 413.15 | 339.94 | 751.40 | 53.4% | 55.0% |
| 2031 | 181.49 | 412.91 | 339.31 | 749.82 | 53.5% | 55.1% |
| 2032 | 180.67 | 411.28 | 337.25 | 747.07 | 53.6% | 55.1% |
| 2033 | 180.41 | 409.91 | 336.69 | 744.55 | 53.6% | 55.1% |
| 2034 | 180.37 | 409.66 | 336.54 | 743.51 | 53.6% | 55.1% |
| 2035 | 180.04 | 408.39 | 335.52 | 742.06 | 53.7% | 55.0% |
| ANNUAL AVERAGE GROWTH RATE | | | | | | |
| 2000-2010 | 1.47% | 1.42% | 1.09% | 0.93% | 0.38% | 0.49% |
| 2010-2020 | 0.17% | 0.19% | 0.21% | 0.10% | -0.05% | 0.09% |
| 2020-2030 | 0.75% | 0.97% | 0.62% | 0.78% | 0.13% | 0.19% |
| 2030-2035 | -0.17% | -0.23% | -0.26% | -0.25% | 0.09% | 0.02% |
| 2010-2035 | 0.33% | 0.42% | 0.28% | 0.30% | 0.05% | 0.12% |

# TABLE R5. GREATER ANCHORAGE
## (ANCHORAGE MUNICALITY +MATANUSKA SUSITNA BOROUGH)
## SHARE OF TOTAL STATE

## 2009 LOW CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GREATER ANCHORAGE | | | GREATER ANCHORAGE SHARE | | |
|---|---|---|---|---|---|---|
| | W&S EMPLOYMENT | POP | HOUSEHOLDS | W&S EMPLOYMENT | POP | HOUSEHOLDS |
| 2000 | 143.25 | 319.61 | 0.00 | 51.0% | 50.9% | 0.0% |
| 2001 | 147.80 | 326.52 | 0.00 | 51.3% | 51.7% | 0.0% |
| 2002 | 151.82 | 331.98 | 0.00 | 51.9% | 51.9% | 0.0% |
| 2003 | 154.20 | 340.25 | 123.60 | 51.9% | 52.6% | 53.8% |
| 2004 | 157.14 | 347.86 | 125.83 | 52.1% | 53.0% | 54.2% |
| 2005 | 160.25 | 351.87 | 127.46 | 52.1% | 53.1% | 54.3% |
| 2006 | 163.51 | 359.85 | 130.46 | 52.0% | 53.7% | 54.9% |
| 2007 | 166.88 | 362.07 | 130.65 | 52.6% | 53.7% | 54.9% |
| 2008 | 170.68 | 367.70 | 134.22 | 53.0% | 54.1% | 55.3% |
| 2009 | 167.84 | 366.10 | 136.29 | 53.0% | 53.7% | 54.9% |
| 2010 | 165.75 | 368.08 | 137.49 | 53.0% | 53.5% | 54.7% |
| 2011 | 166.49 | 370.14 | 138.66 | 53.0% | 53.4% | 54.6% |
| 2012 | 165.90 | 368.55 | 138.47 | 52.8% | 53.2% | 54.4% |
| 2013 | 165.35 | 365.56 | 137.75 | 52.8% | 53.0% | 54.2% |
| 2014 | 165.16 | 362.56 | 137.03 | 52.7% | 53.0% | 54.2% |
| 2015 | 165.62 | 363.14 | 137.61 | 52.7% | 53.1% | 54.3% |
| 2016 | 165.52 | 363.89 | 138.23 | 52.6% | 53.1% | 54.4% |
| 2017 | 165.56 | 363.99 | 138.61 | 52.6% | 53.2% | 54.4% |
| 2018 | 166.88 | 366.83 | 139.93 | 52.6% | 53.4% | 54.7% |
| 2019 | 167.64 | 370.05 | 141.39 | 52.6% | 53.6% | 54.9% |
| 2020 | 168.56 | 375.01 | 143.46 | 52.7% | 53.9% | 55.3% |
| 2021 | 169.09 | 377.31 | 144.51 | 52.8% | 53.9% | 55.3% |
| 2022 | 169.98 | 380.35 | 145.78 | 52.8% | 54.0% | 55.3% |
| 2023 | 171.36 | 384.53 | 147.41 | 52.8% | 54.1% | 55.4% |
| 2024 | 172.93 | 389.23 | 149.26 | 52.9% | 54.3% | 55.6% |
| 2025 | 175.94 | 396.53 | 151.94 | 52.8% | 54.6% | 55.8% |
| 2026 | 179.35 | 407.54 | 155.92 | 52.7% | 55.0% | 56.2% |
| 2027 | 181.62 | 416.03 | 159.04 | 52.7% | 55.2% | 56.4% |
| 2028 | 182.87 | 419.19 | 160.39 | 53.0% | 55.3% | 56.5% |
| 2029 | 181.97 | 416.83 | 159.77 | 53.3% | 55.2% | 56.4% |
| 2030 | 181.57 | 413.15 | 158.55 | 53.4% | 55.0% | 56.2% |
| 2031 | 181.49 | 412.91 | 158.63 | 53.5% | 55.1% | 56.2% |
| 2032 | 180.67 | 411.28 | 158.23 | 53.6% | 55.1% | 56.2% |
| 2033 | 180.41 | 409.91 | 157.93 | 53.6% | 55.1% | 56.2% |
| 2034 | 180.37 | 409.66 | 158.02 | 53.6% | 55.1% | 56.3% |
| 2035 | 180.04 | 408.39 | 157.74 | 53.7% | 55.0% | 56.2% |

ANNUAL AVERAGE GROWTH RATE

| | | | | | | |
|---|---|---|---|---|---|---|
| 2000-2010 | 1.47% | 1.42% | ERR | 0.38% | 0.49% | ERR |
| 2010-2020 | 0.17% | 0.19% | 0.43% | -0.05% | 0.09% | 0.10% |
| 2020-2030 | 0.75% | 0.97% | 1.01% | 0.13% | 0.19% | 0.16% |
| 2030-2035 | -0.17% | -0.23% | -0.10% | 0.09% | 0.02% | 0.02% |
| | | | | | | |
| 2010-2035 | 0.33% | 0.42% | 0.55% | 0.05% | 0.12% | 0.11% |

## TABLE R6. MATSU SHARE OF GREATER ANCHORAGE

## 2009 LOW CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | GREATER ANCHORAGE | | MATSUBOROUGH | | MATSUBOROUGH SHARE | |
|---|---|---|---|---|---|---|
| | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP | W&S EMPLOYMENT | POP |
| 2000 | 143.25 | 319.61 | 12.36 | 59.32 | 8.6% | 18.6% |
| 2001 | 147.80 | 326.52 | 12.87 | 61.74 | 8.7% | 18.9% |
| 2002 | 151.82 | 331.98 | 13.90 | 64.31 | 9.2% | 19.4% |
| 2003 | 154.20 | 340.25 | 13.83 | 67.47 | 9.0% | 19.8% |
| 2004 | 157.14 | 347.86 | 15.11 | 70.37 | 9.6% | 20.2% |
| 2005 | 160.25 | 351.87 | 16.80 | 73.98 | 10.5% | 21.0% |
| 2006 | 163.51 | 359.85 | 17.24 | 77.13 | 10.5% | 21.4% |
| 2007 | 166.88 | 362.07 | 18.48 | 79.70 | 11.1% | 22.0% |
| 2008 | 170.68 | 367.70 | 19.16 | 81.63 | 11.2% | 22.2% |
| 2009 | 167.84 | 366.10 | 18.58 | 78.86 | 11.1% | 21.5% |
| 2010 | 165.75 | 368.08 | 18.45 | 79.84 | 11.1% | 21.7% |
| 2011 | 166.49 | 370.14 | 19.29 | 83.19 | 11.6% | 22.5% |
| 2012 | 165.90 | 368.55 | 19.16 | 83.52 | 11.5% | 22.7% |
| 2013 | 165.35 | 365.56 | 19.18 | 84.21 | 11.6% | 23.0% |
| 2014 | 165.16 | 362.56 | 19.24 | 84.63 | 11.6% | 23.3% |
| 2015 | 165.62 | 363.14 | 19.01 | 82.13 | 11.5% | 22.6% |
| 2016 | 165.52 | 363.89 | 18.61 | 79.65 | 11.2% | 21.9% |
| 2017 | 165.56 | 363.99 | 18.23 | 76.79 | 11.0% | 21.1% |
| 2018 | 166.88 | 366.83 | 18.01 | 73.94 | 10.8% | 20.2% |
| 2019 | 167.64 | 370.05 | 17.69 | 71.17 | 10.6% | 19.2% |
| 2020 | 168.56 | 375.01 | 17.35 | 68.61 | 10.3% | 18.3% |
| 2021 | 169.09 | 377.31 | 17.73 | 71.90 | 10.5% | 19.1% |
| 2022 | 169.98 | 380.35 | 18.38 | 76.09 | 10.8% | 20.0% |
| 2023 | 171.36 | 384.53 | 19.09 | 80.27 | 11.1% | 20.9% |
| 2024 | 172.93 | 389.23 | 19.83 | 84.47 | 11.5% | 21.7% |
| 2025 | 175.94 | 396.53 | 20.99 | 90.02 | 11.9% | 22.7% |
| 2026 | 179.35 | 407.54 | 22.31 | 96.51 | 12.4% | 23.7% |
| 2027 | 181.62 | 416.03 | 23.12 | 100.40 | 12.7% | 24.1% |
| 2028 | 182.87 | 419.19 | 23.47 | 101.65 | 12.8% | 24.3% |
| 2029 | 181.97 | 416.83 | 23.26 | 101.32 | 12.8% | 24.3% |
| 2030 | 181.57 | 413.15 | 23.45 | 102.78 | 12.9% | 24.9% |
| 2031 | 181.49 | 412.91 | 23.50 | 103.36 | 12.9% | 25.0% |
| 2032 | 180.67 | 411.28 | 23.31 | 102.66 | 12.9% | 25.0% |
| 2033 | 180.41 | 409.91 | 23.22 | 101.96 | 12.9% | 24.9% |
| 2034 | 180.37 | 409.66 | 23.16 | 101.41 | 12.8% | 24.8% |
| 2035 | 180.04 | 408.39 | 23.04 | 100.61 | 12.8% | 24.6% |
| ANNUAL AVERAGE GROWTH RATE | | | | | | |
| 2000-2010 | 1.47% | 1.42% | 4.09% | 3.01% | 2.58% | 1.57% |
| 2010-2020 | 0.17% | 0.19% | -0.61% | -1.50% | -0.78% | -1.69% |
| 2020-2030 | 0.75% | 0.97% | 3.06% | 4.12% | 2.30% | 3.12% |
| 2030-2035 | -0.17% | -0.23% | -0.35% | -0.43% | -0.18% | -0.20% |
| 2010-2035 | 0.33% | 0.42% | 0.89% | 0.93% | 0.56% | 0.51% |

# TABLE R7. MATSU RESIDENTS

## 2009 LOW CASE FOR HIGHWAY TO HIGHWAY PROJECT

| | COMMUTING TO ANCHORAGE | WORKING IN MATSU | TOTAL RESIDENT WORKERS | SHARE COMMUTING TO ANCHORAGE |
|---|---|---|---|---|
| 2000 | | | | |
| 2001 | | | | |
| 2002 | | | | |
| 2003 | | | | |
| 2004 | | | | |
| 2005 | | | | |
| 2006 | 10.95 | 31.82 | 42.77 | 0.26 |
| 2007 | 10.27 | 31.89 | 42.16 | 0.24 |
| 2008 | 10.48 | 32.77 | 43.25 | 0.24 |
| 2009 | 9.50 | 31.97 | 41.48 | 0.23 |
| 2010 | 9.21 | 31.66 | 40.87 | 0.23 |
| 2011 | 9.34 | 32.54 | 41.88 | 0.22 |
| 2012 | 9.44 | 32.37 | 41.81 | 0.23 |
| 2013 | 9.56 | 32.35 | 41.91 | 0.23 |
| 2014 | 9.69 | 32.38 | 42.07 | 0.23 |
| 2015 | 9.25 | 32.18 | 41.43 | 0.22 |
| 2016 | 8.84 | 31.77 | 40.61 | 0.22 |
| 2017 | 8.33 | 31.37 | 39.70 | 0.21 |
| 2018 | 7.90 | 31.26 | 39.16 | 0.20 |
| 2019 | 7.36 | 30.96 | 38.33 | 0.19 |
| 2020 | 6.82 | 30.64 | 37.46 | 0.18 |
| 2021 | 7.37 | 31.04 | 38.42 | 0.19 |
| 2022 | 8.01 | 31.73 | 39.75 | 0.20 |
| 2023 | 8.65 | 32.53 | 41.17 | 0.21 |
| 2024 | 9.30 | 33.35 | 42.65 | 0.22 |
| 2025 | 10.39 | 34.76 | 45.15 | 0.23 |
| 2026 | 11.68 | 36.38 | 48.06 | 0.24 |
| 2027 | 12.20 | 37.34 | 49.54 | 0.25 |
| 2028 | 12.20 | 37.71 | 49.91 | 0.24 |
| 2029 | 11.70 | 37.31 | 49.01 | 0.24 |
| 2030 | 11.84 | 37.43 | 49.26 | 0.24 |
| 2031 | 11.86 | 37.43 | 49.29 | 0.24 |
| 2032 | 11.56 | 37.14 | 48.70 | 0.24 |
| 2033 | 11.40 | 37.01 | 48.41 | 0.24 |
| 2034 | 11.27 | 36.92 | 48.19 | 0.23 |
| 2035 | 11.01 | 36.74 | 47.75 | 0.23 |

ANNUAL AVERAGE GROWTH RATE

| | | | | |
|---|---|---|---|---|
| 2000-2010 | ERR | ERR | ERR | ERR |
| 2010-2020 | -2.96% | -0.33% | -0.87% | -2.12% |
| 2020-2030 | 5.67% | 2.02% | 2.78% | 2.82% |
| 2030-2035 | -1.44% | -0.37% | -0.62% | -0.83% |
| | | | | |
| 2010-2035 | 0.72% | 0.60% | 0.62% | 0.09% |

# APPENDIX C. HIGHWAY TO HIGHWAY SCENARIO ASSUMPTIONS

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| **A. BASIC INDUSTRY ASSUMPTIONS** | | | |
| **A.1. Petroleum** | | | |
| **1. Oil Market Price** | Price average $95 per bbl (2009$) between 2009 and 2030 (Energy Information Administration, April 2009), then constant in real $. (DOR.S08M) | $163 (DOR.S08H) | $50 (DOR.S08L) |
| **2. North Slope Oil Production on State Lands (Colville to Canning)** | Cumulative production of 3.6 billion barrels between 2009 and 2026 (Alaska Department of Natural Resources 2007 Annual Report), then decline at 4% annually. (DOR.S08M) | Cumulative production thru 2026 10% higher, then decline at 4% annually. (DOR.S08H) | Cumulative production thru 2026 10% lower, then decline at 4% annually. (DOR.S08L) |
| **3. Employment (Petroleum and Construction) Associated with Oil Production on State Lands (Colville to Canning)** | Constant employment thru 2025, then declining 2% per year (ONS.S08M) | Employment growth thru 2014, then constant thru 2030, then falling 2% per year, (ONS.S08H) | Employment growth thru 2014, then constant thru 2030, then falling 5% per year, (ONS.S08L) |
| **4. Cook Inlet Petroleum Employment** | Employment constant thru 2020, then declining at 2% per year (OCI.S08M) | | |
| **5. NPRA** | Cumulative production of .5 billion barrels between 2009 and 2030. (NPR.S08M) | | |
| **6. ANWR** | None. | Exploration begins in 2015 and production in 2025 from Alpine size field. (OAN.S08M) | |

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| **7. OCS** | Exploration, development and production occur in the Beaufort Sea, Chukchi Sea, and Aleutian Basin. Oil production begins in 2021 in the Beaufort rising to a peak of 750 million barrels per day in 2032 from all three areas. Gas production begins in 2024 in the Aleutian Basin and peaks at 1 bcf per day by 2040 in all three areas. OCS development stimulates additional production from onshore state lands. (OCS.S08M) | Exploration, development, and production 20% above base case. (OCS.S08H) | Delayed 5 years (OCS.S08L) |
| **8. Induced OCS** | OCS production induces a small amount of additional production from onshore fields because of higher wellhead values and additional infrastructure. (OCI.S08M) | | |
| **9. Other Oil & Gas** | Modest employment centered around Nenana and Copper River Basin. No significant production (OOT.S08M) | | |
| **10. Trans-Alaska Pipeline** | Pipeline continues to operate at current employment level (TAP.S08M) | | |
| **11. Value Added Oil** | No processing of crude oil for export market. | | |
| **12. Natural Gas Price at Henry Hub** | Price averages $6.30 per mmbtu (2009$) between 2009 and 2030 (Energy Information Administration, April 2009) (ONG.S08M) | $7.01 (ONG.S08H) | $6.00 |
| **13. North Slope Gas Pipeline** | Gas pipeline along highway (including spur line) becomes operational in 2019 with capacity of 4.5 bcf per day to accommodate production from onshore fields.(ONG.S08M) | | Main gas pipeline delayed 10 years (ONG.S08L) |
| **14. Gas Pipeline Expansion** | Pipeline expansion to 5.5 bcf to accommodate OCS gas production from the Beaufort Sea occurs after 2035.(OCS.S08M) | Capacity expansion: >6.5 BCF with OCS in 2021 | |
| **15. LNG in Cook Inlet** | Operational at reduced level thru 2018. (OOT.S08M) | Operational at current level thru 2018; expansion after North Slope gas pipeline becomes operational. (OOT.S08H) | Operation ceases in 2010; closure in 2011 (OOT.S08L) |
| **16. Agrium Fertilizer** | Not operational after 2008. (OMN.S08M) | Restarts after 2019 after North Slope gas pipeline becomes operational. | |

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| | | (OMN.S08H) | |
| **17. Instate Gas Line (Bullet Line)** | Not constructed | | |

| | | | |
|---|---|---|---|
| **A.2. Mining** | | | |
| **1. Greens Creek Mine** | Constant employment (MGC.S08M) | | Constant employment through 2020 then 3% decline annually (MGC.S08L) |
| **2. Red Dog Mine** | Constant employment (MRD.S08) | | Constant employment through 2025 then 3% decline annually (MRD.S08L) |
| **3. Pogo Mine** | Constant employment (MFG.S08M) | | Closure after 2020 (MFG.S08L) |
| **4. Kensington Mine** | Production begins in 2010 (MKN.S08M) | | Production begins in 2012 (MKN.S08L) |
| **5. Fort Knox/True North Mine** | Production is constant through 2020, then declines 3% annually (MFK.S08M) | Constant production. (MFK.S08H) | Constant employment through 2020, then 5% decline annually (MFK.S08L)_ |
| **6. Healy Coal for Export** | Production constant (MHC.S08M) | | |
| | | | |
| **7. Livengood Mine** | Production begins in 2015 (LIV.S08M) | | Production begins in 2020 (LIV.S08L) |
| **8. Donlin Creek Mine** | Production begins in 2014 (MDK.S08M) | | Production begins in 2020 (MDK.S08L) |
| **9. Pebble Mine** | Production begins in 2024 on modest scale (MPB.S08M) | Production begins in 2020 at large scale (MPB.S08H) | |
| **10. Beluga Coal Production** | None | Production begins in 2020 (MBC.S08M) | |
| **11. Matanuska Valley Coal** | None | Production begins in 2015 (MVC.S08M) | |
| **12. Other Mining Activity** | Mining employment net of specifically identified projects increases by 2% annually (MOT.S08) | Mining employment net of specifically identified projects increases 3% annually (MOT.S08H) | Mining employment net of specifically identified projects increases 1% annually (MOT.S08L) |
| | | | |

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| **A.3. Seafood** | | | |
| **1. Commercial Fish Harvesting** | Shore-based employment in fish harvesting is constant (SFH.S08M) | | |
| **2. Commercial Fish Processing** | Constant employment (SFP.S08M) | | |
| | | | |
| **A.4. Tourism** | | | |
| **1. Tourism** | Tourism employment regains 2008 level by 2014, then increases by 3% annually. Growth rate gradually falls over time to 1.5%. Tourism-related infrastructure development grows 2% annually thru 2015 and then 1% (TRN.S08M) | Employment growth gradually falls to 2.5% after regaining 2008 level in 2014 (TRN.S08H) | Employment growth gradually falls to 1% after regaining 2008 level in 2014 (TRN.S08L) |
| | | | |
| **A.5. International Freight Handling** | | | |
| **1. Air Transport Employment** | Employment at Anchorage and Fairbanks International airports associated with international freight handling returns to 2008 levels by 2014 and then grows 2% annually. (AIR.S08M) | Employment growth at 3% annually after returning to 2008 level in 2014. (AIR.S08H) | Employment growth at 1% annually after returning to 2008 level in 2014. (AIR.S08L) |
| | | | |
| **A.6. Forest Products** | | | |
| **1. Logging and Sawmills** | Growth at 1% in all regions that currently have logging. (FML.S08M) | | |
| **2. Timber Manufacture** | None. (FMP.S08M) | | |
| | | | |
| **A.7. Agriculture** | | | |
| **1. Agriculture** | Employment in agriculture, primarily for local markets, increases 1% annually. (AGR.S08M) | | |
| | | | |
| **A.8. Retirees** | | | |
| **1. Federal Retirement Income** | .2 % real per capita growth rate (GRPITR.R) | .3% | .1% |
| **2. Migration—Seniors (65+)** | In and out migration rates constant based on 2000 census information (PAROLD) | Out-migration rates at 80% of 2000 Census | Out-migration rates at 120% of 2000 Census |

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| **3. Labor Force Participation Rate—Seniors** | Constant based on 2000 census information in labor force participation rates for Senior population (65+) | | |
| | | | |
| **A.9. Federal Government** | | | |
| **1. Military Employment** | Basic strength increases by 1% annually through 2014 then constant (FMI.S08M) | Basic strength increases by 1% annually through 2020 then constant (FMI.S08H) | Basic strength level falls 1% annually starting in 2010 (FMI.S08L) |
| **2. Civilian Agency Employment** | Employment increases at .25% annual rate consistent with long-term trend since 1960 (FCV.S08M) | | |
| **3. Military and Agency Construction Procurement** | Federally funded construction projects administered by federal agencies (including both civilian and military) declines by 2% annually to $1.3 billion by 2016—then grows at .5% annually. (CON.S08M) | | |
| **4. Grants to State Government** | Grants to state government, for both capital projects and operations, fall to 1.5 times the US average by 2015 and then grow at 1% per year net of inflation. (FGS.S08M) | | |
| **5. Grants to Nonprofits** | Drop to long run trend by 2013, then growth based on personal income growth (FGN.S08M) | | |
| **6. Medical Transfers to Individuals (Medicare and Medicaid)** | Growing at rate of population, prices, and income. | | |
| **7. Federal Wage Cost-of-Living Adjustment** | COLA falls from 25% to 15% over the period of 20 years starting in 2006. (FCV.SO8M) | | |
| | | | |
| **B. STATE FISCAL ASSUMPTIONS** | | | |
| **B.1. Petroleum Revenues on Current Production—North Slope State Land and Cook Inlet** | | | |
| **1. Severance (ACES) Taxes** | Alaska Dept of Revenue (ADOR) Spring 2009 Revenue Sources through 2018, then 14% of wellhead value declining at 2% annually. (DOR.S08M) | | |
| **2. Royalties** | 12% of wellhead value. (DOR.S08M) | | |
| **3. Petroleum Corporate Income Tax** | Alaska Dept of Revenue (ADOR) Spring 2009 Revenue Sources through 2018, then 2% of wellhead value, declining at 2% | | |

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| | annually. (DOR.S08M) | | |
| **4. Property Taxes** | Alaska Dept of Revenue (ADOR) Spring 2009 Revenue Sources through 2018, then declining 3% annually in nominal dollars. (DOR.S08M) | Property taxes increase with gas pipeline and OCS development | |
| **5. Bonuses** | Alaska Dept of Revenue (ADOR) Spring 2009 Revenues Sources through 2018 and continuing at constant nominal level. (DOR.S08M) | | |
| **6. Rents** | Alaska Dept of Revenue (ADOR) Spring 2009 Revenue Sources through 2018 and continuing at constant nominal level. (DOR.S08M) | | |
| **7. Petroleum Settlements from Earlier Year Taxes** | Alaska Dept of Revenue (ADOR) Spring 2009 Revenue Sources through 2018 and continuing at constant nominal level. (DOR.S08M) | | |
| **8. Federal-State Petroleum-Related Shared Revenues** | None. (DOR.S08M) | | |
| | | | |
| **B.2. Petroleum Revenues on New Production** | | | |
| **1. NPRA Revenues** | Royalties, leases, production taxes, property taxes, and corporate income taxes based on current state fiscal structure (NPR.S08M) | | |
| **2. ANWR Revenues** | None. | Corporate income tax and federal royalty sharing begin with production in 2025 from Alpine size field | |
| **3. OCS Revenues** | Property taxes and corporate income taxes based on current state fiscal structure. No federal revenue sharing (OCS.S08M) | | |
| **4. Induced OCS Revenues** | Higher wellhead value and induced production on shore generates royalties, production taxes, property taxes, and corporate income taxes based on current state fiscal structure. (OCI.S08M) | | |
| **5. North Slope Gas Pipeline Revenues** | Royalties, production taxes, property taxes, and corporate income taxes based on current state fiscal structure as reflected in AGIA application (ONG.S08M) | | |
| | | | |

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| **B.3. Other State General Fund Revenues** | | | |
| **1. Personal Income Tax** | When required to close fiscal gap | | |
| **2. Large Project Corporate Income Taxes** | Captured in project specific scenario elements | | |
| **3. Miscellaneous New Revenue Sources** | None | | |
| **4. New Federal-State Shared Revenues** | None (RSFDNX) | | |
| **5. Agency Transfers to State General Fund (AHFC, AIDEA)** | Growing at 3 percent annual rate. (RMISX) | | |
| | | | |
| **B.4. State General Fund Appropriations** | | | |
| **1. General Fund Appropriations** | Modest increase in real per capita expenditures through 2015 and then constant. (EXEL1, EXEL2) | Continuous increase in real per capita expenditures | Declining slowly over time |
| **2. General Fund Capital/Operations Split** | 90% operations; 10% capital (EXSPLITX) | | |
| **3. General Obligation Bonds** | Bond sales for capital expenditures are fixed percentage of GF capital appropriations (EXCPSGOB) | | |
| **4. Special Appropriations to Permanent Fund & Other Special Appropriations in Excess of Normal General Fund Spending** | None (PFTOGF) | | |
| **5. Annual appropriation to PERS/TRS retirement accounts** | Initially $200 million (PERS) increasing at 3% annually. | | |
| **6. Education Foundation Program Basic Instructional Unit** | Increasing at same rate as total general fund appropriations. | | |
| **7. New Matsu Prison** | Annual employment of 500 phased in starting in 2011 (PMS.S08M) | | |
| **8. Medicaid** | Combined state and federal real expenditures grow 1% faster civilian non-native population.(GRMED) | 2% | 0% |
| **9. Special Capital Expenditures Associated with Gas Line Construction** | $500 million prior to gas line construction (SGL.S08M) | | $500 million delayed 10 years to coincide with delay in gasline construction (SGL.S08L) |
| **10. Large Scale Hydroelectric Project (Chakachamna)** | Not constructed. | Constructed in 2020 (CHA.S08M) | |
| **11. State Wage Rates** | Growth at rate of inflation plus .95% of the growth rate of US real average weekly earnings (EXWR) | | |

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| | | | |
| **B.5. State Non-General Fund Spending** | | | |
| **1. State Loan Programs** | AHFC, AIDEA, and other programs function on existing capitalization | | |
| **2. Grants from Federal Government** | See Section A.9. | | |
| **3. Other Restricted Fund Revenues and Expenditures** | Growth at the rate of inflation plus population and per capita real income | | |
| | | | |
| **B.6. Permanent Fund and Constitutional Budget Reserve, Fiscal Gap** | | | |
| **1. Permanent Fund Principal** | Deposits from petroleum revenues continue at 25 % of royalties (EXPF1) | 50% | |
| **2. Permanent Fund Total Real Rate of Return** | 4.5 % ( RORPPF) | 5% | 4% |
| **3. Permanent Fund Earnings** | After payment of dividend and inflation proofing, remainder accrues in earnings reserve, where it is used to supplement general fund revenues. When earnings reserve depleted, dividend reduced and those funds are used to support general fund (EXPFTOGF) | | |

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| **4. Permanent Fund Dividend** | Half of annual earnings of fund paid out as dividend, until such time as Permanent Fund earnings are required to pay for general fund expenditures. Subsequent to that time the dividend payment gradually reduced to 25% of earnings. (EXPFDIV) | | |
| **5. Constitutional Budget Reserve Real Rate of Return** | 3 % (ROR+RORPDF) | | |
| | | | |
| **C. LOCAL GOVERNMENT FISCAL ASSUMPTIONS** | | | |
| **1. Local Wage Rates** | Growth at the rate of inflation plus.95% of the growth rate of US real average weekly earnings (EXWR) | | |
| **2. Local Property Tax Rates** | Rises from 1.3% to 1.5% by 2024 and then constant (RLPTRATE) | | |
| **3. Federal – Local Revenue Sharing** | None (RSFDNX) | | |
| **4. Petroleum Property Taxes associated with existing production** | Alaska Dept of Revenue (ADOR) Spring 2009 Revenue Sources through 2018, then declining 3% annually in nominal dollars. (DOR.S08M) | | |
| **5. Petroleum Property Taxes and Federal Transfers associated with new production** | See production scenarios. (RPPLOCAL and RLTFPX) | | |
| | | | |
| **D. NATIONAL VARIABLE ASSUMPTIONS** | | | |
| **1. U.S. Inflation Rate** | Approximately 2.5% annually from Energy Information Administration, April 2009. (NAT.SO8M) | 3.5% (NAT.S08H) | 2% (NAT.S08L) |
| **2. U.S. Real Average Weekly Earnings** | After recovery from the national recession, growth at annual rate of .1% (NAT.S08M) | .2% (NAT.S08H) | 0% (NAT.S08L) |
| **3. U.S. Unemployment Rate** | 6 % (NAT.S08M) | 7% (NAT.S08H) | 5% (NAT.S08L) |
| **4. U.S. Real Disposable Personal Income Per Capita** | After recovery from the national recession, growth at .8% annually (NAT.S08M) | 1.0% (NAT.S08H) | .5% (NAT.S08L) |
| **5. Base Year for Converting Nominal to Real Dollars** | 2009 | | |
| | | | |

| | BASE CASE | HIGH CASE | LOW CASE |
|---|---|---|---|
| **E. ALASKA PERSONAL INCOME** | | | |
| **1. Exxon Valdez Settlement** | Alaska residents receive $500 million in settlements in 2009 and 2010. (PITRANX) | | |
| **2. Dividend-Interest-Rent Income** | Real Per Capita growth rate equal to US per capita disposable income growth | | |
| | | | |
| **F. POPULATION** | | | |
| **1. Birth Rates & Death Rates** | Continuation of historical rates by age, sex and race from 2000 Census. | | |
| **2. Migration—Work Related** | Continuation of historical rates by age, sex, and race from 2000 Census. | | |
| **3. Labor Force Participation Rate** | Continuation of historical rates by age, sex and race from 2000 Census. | | |
| **4. Households** | Continuation of historical rates of household formation by age, sex, and race from 2000 Census. | | |
| | | | |
| **G. REGIONAL ASSUMPTIONS** | | | |
| **1. Employment Shift from Anchorage to Matsu** | Gradual migration of basic employment from Anchorage to Mat-Su Borough at a rate of 100 employees per year. (BASICSHFT) | 125 | 0 |
| **2. Commuters from Matsu into Anchorage** | Moderate growth in number of Anchorage jobs taken by residents of Matsu Borough (RESSHFT1) | Rapid growth | Slow growth |
| **3. Knik Arm Bridge** | Construction begins in 2013 and opens in 2015 with 250 annual employment shift from Anchorage to Mat –Su Borough (KNK.S08M) | 500 annual employment shift. | No bridge and no employment shift. |
| **4. Rural/Urban Migration** | Rural-to-urban migration trends follow long term pattern. | | |

NOTES:

1) Codes in parentheses indicate ISER names for MAP model case files.
2) These are the long-run assumptions. Values for some variable differ in the initial years to reflect the effects of the 2008-2010 recession and other short term conditions.